19 FEBRUARY 1954

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THE SAFEST BRAKES IN THE WORLD

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" It was our first night out in months. The wife had spent most of the day fiddling with her hair and one thing and another. We got into the car, and what do you think? It wouldn't start! For over an hour I tried everything, but no, it let me down—couldn't have picked a worse time!"

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THE AUTHORITY ON LUBRICATION
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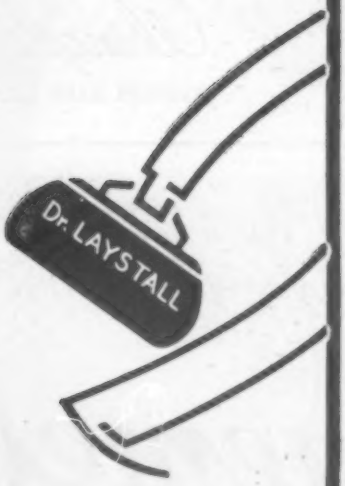
The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.

T 191

"Dr." LAYSTALL SAYS:

An Engine Overhaul without fitting Cromard is often a sheer waste of money...



I hear it said that an engine never seems the same after it has been rebored, but you could fit Cromard liners at the first overhaul. Then for the life of your car you could forget cylinder wear, with a guarantee of 100,000 miles. Cromard are available for Austin, Citroen, Ford, Hillman, Humber, M.G., Morris, Wolseley, and can be fitted by stockists everywhere. Write and ask.

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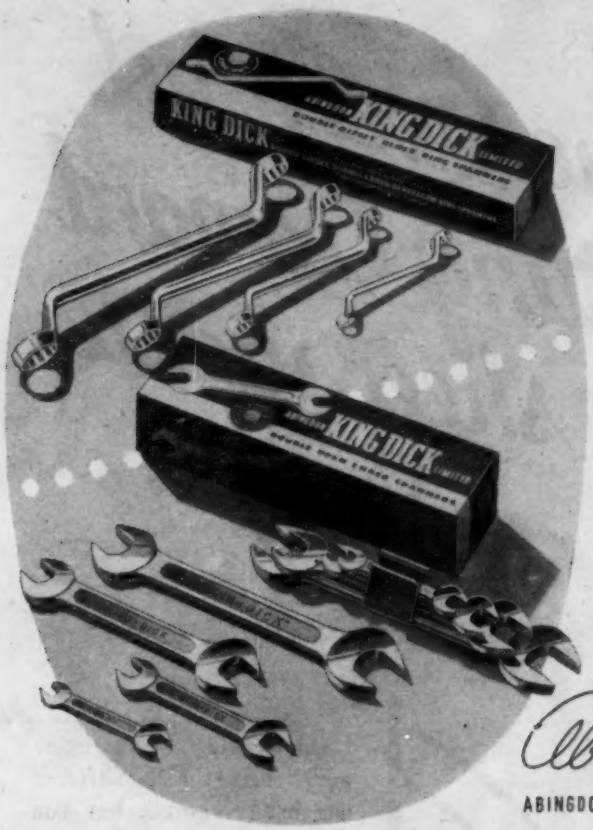

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Send for illustrated leaflet describing the correct set for your car, or enquire at your dealer or garage.

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Ring Spanners			Open-Ended Spanners		
TKR.242 (Whitworth)	1/4 x 3/16in. 1/2 x 5/16in. 5/8 x 7/16in. 3/4 x 9/16in.	33/9 per Set	TKO.242 (Whitworth)	1/4 x 3/16in. 1/2 x 5/16in. 5/8 x 7/16in. 3/4 x 9/16in.	23 6 per Set
TKR.447 (American and Unified Hex. A/F Sizes)	7/16 x 1/4in. 9/16 x 3/8in. 11/16 x 3/8in. 13/16 x 7/16in.	33/9 per Set	TKO.447 (American and Unified Hex. A/F Sizes)	7/16 x 1/4in. 9/16 x 3/8in. 11/16 x 3/8in. 13/16 x 7/16in.	23 - per Set

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Granville Superflush contains no caustic soda or other harmful ingredient.

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INSULATION: The ignition coil is the most highly stressed electrical component on a motor vehicle. In a space smaller than a half-pint glass it converts the 6 or 12 volts of the battery into pulses of electrical energy at up to 30,000 volts, many thousands of times every minute. To contain this energy and make it available under all conditions of usage, nothing but the finest insulation available will suffice. This is the specially processed mineral oil used in Delco-Remy Oil-Filled Ignition Coils.

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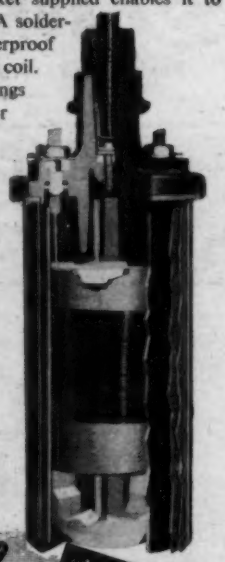
The Delco-Remy Oil Filled Ignition Coil can be mounted in any position. The universal bracket supplied enables it to replace any existing type of coil. A solderless high tension terminal and a waterproof sealing nipple are included with each coil. No alterations from the standard fittings or settings of spark plugs, distributor points, condenser or carburettor are required to obtain the generally improved performance of the Delco-Remy Oil-Filled Coil. However, where maximum fuel economy is sought, a weaker mixture may be used in conjunction with wider spark plug gaps.



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2 Oil-filled for permanent insulation and better heat dissipation

3 Improved top gear acceleration and flexibility

4 Reliable engine starting and low-speed performance

5 GUARANTEED FOR TWO YEARS

A better coil for ANY CAR!

LIST PRICE 36/- 6 AND 12 VOLT

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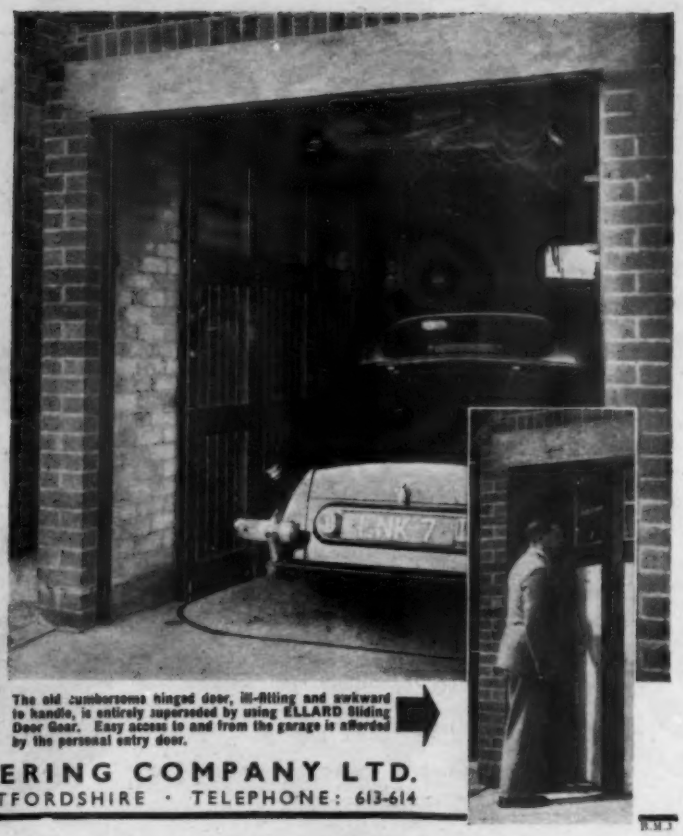
The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £8.5.6. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.



The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door.

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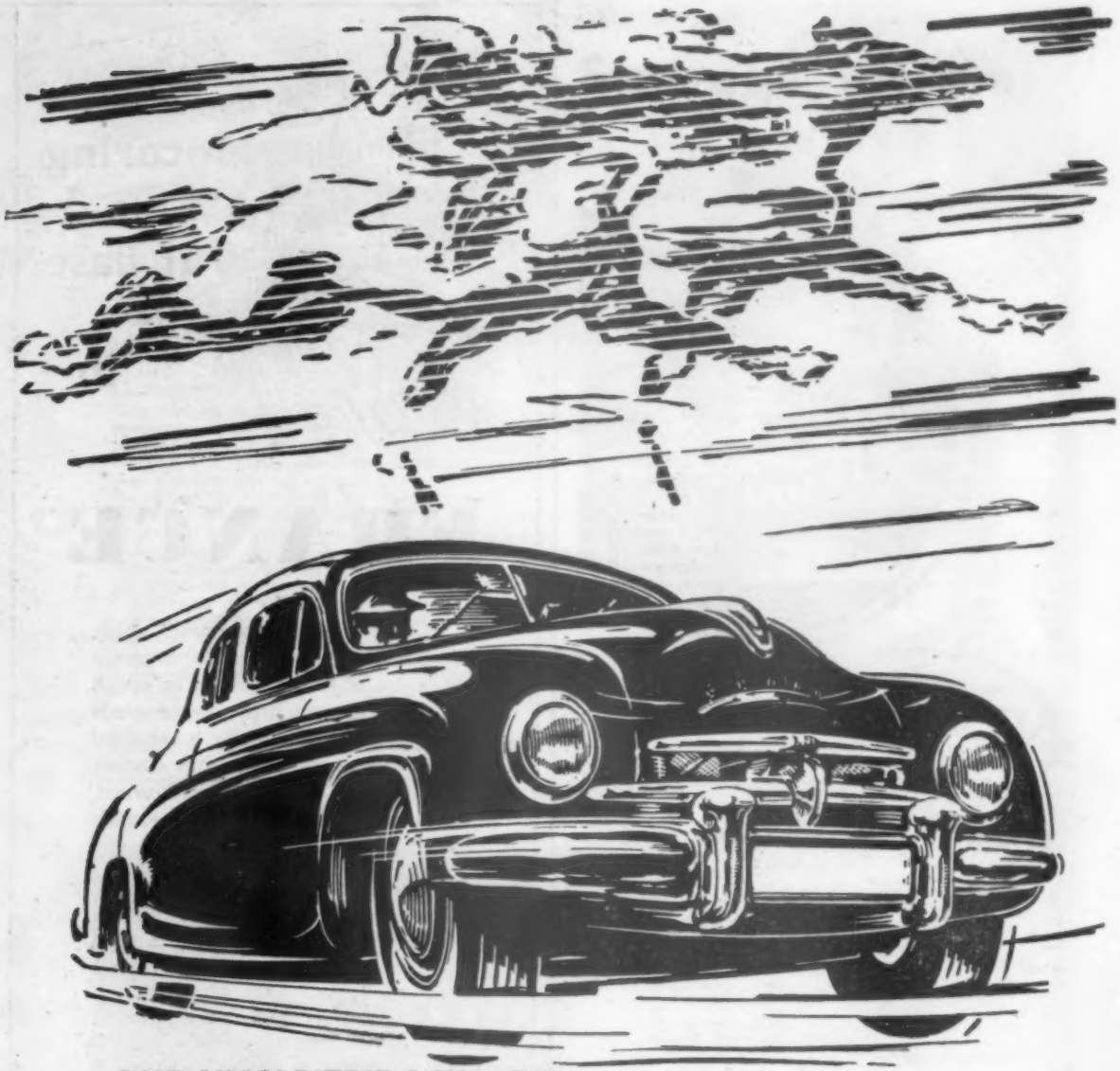

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Just as in the case of a jockey riding a newly acquired mount for the first time, when the whole character and the natural talent of the animal are apparent at once, so, too, every motorist can gauge for himself the high inherent qualities of the new ŠKODA 1200 after only travelling a couple of miles. Its silent-running engine, easy handling, remarkable cornering capabilities and instant acceleration are all ample proof of its excellent design and engineering. Not even many years of punishing service will change those excellent properties. Small wonder the ŠKODA cars have earned themselves a reputation of the highest order. Ask the owners of earlier ŠKODA models. The new ŠKODA 1200 even eclipses them all.

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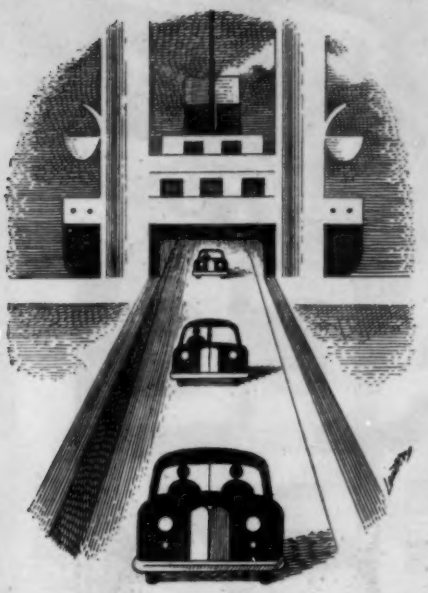

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For only 35/-

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RUST · CORROSION · DETERIORATION

100% WATERPROOF TEAR-RESISTANT "VYNAL" COVERS

PREVENTION IS BETTER THAN CURE
This is doubly true with a Car. These splendid Vynal Covers **will give £28s worth of protection** during the Winter months.

THE ORIGINAL HEAVYWEIGHT 6 THOU. "VYNAL" MATERIAL
100% WATERPROOF. TEAR-RESISTANT
Silver metallic colour, welded seams, reinforced eyelets. **Maximum wear under all conditions. Not to be confused with lighter weight covers.**

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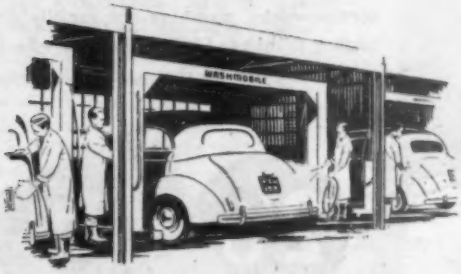
Measham has a national reputation, gets the crowds, makes them comfortable, sets them bidding—for *your* car.



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★ One cloth gives constant use for several months.

★ Does not smear.

From leading garages, Halfords and other stores, or in case of difficulty direct from the manufacturers.

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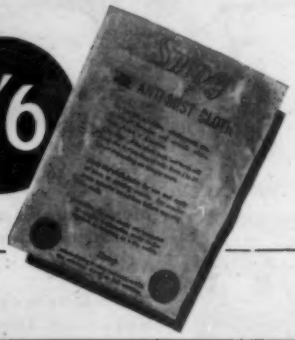

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3,000 oscillations per minute. No vibration. Easy to install. Easy to use.

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PRICE (Incl. P.T.) **27'11**

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An all-purpose table equally suitable for indoor and outdoor use. Fitted with simple but effective locking device on each tubular leg, it is therefore, quite rigid and will not collapse when moved. The table has pastel green top, and legs and framework are finished cream.

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Leather and imitation leather car roofs, trunks and tyre covers come up good as new with this proved "triple-action" dressing. It waterproofs, preserves, improves appearance, is easy to apply and dries overnight. Does not crack or peel.

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2½ oz	1/9
¼ pint.....	3/-
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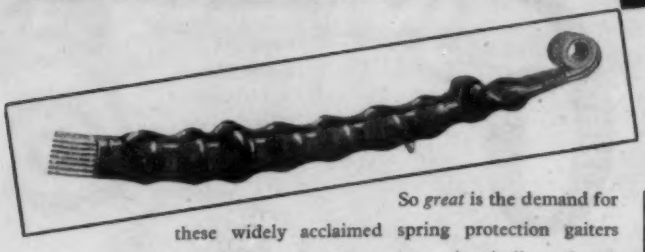

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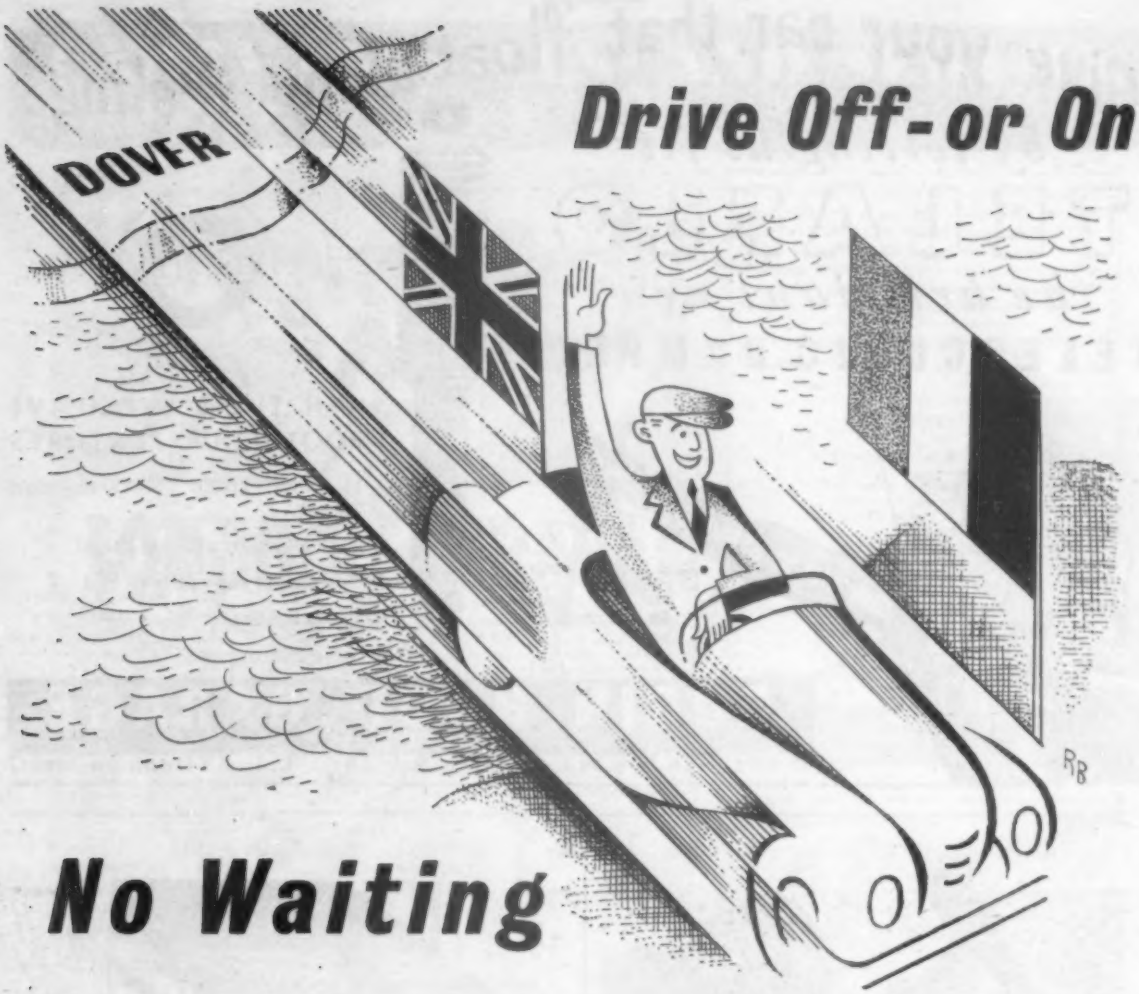

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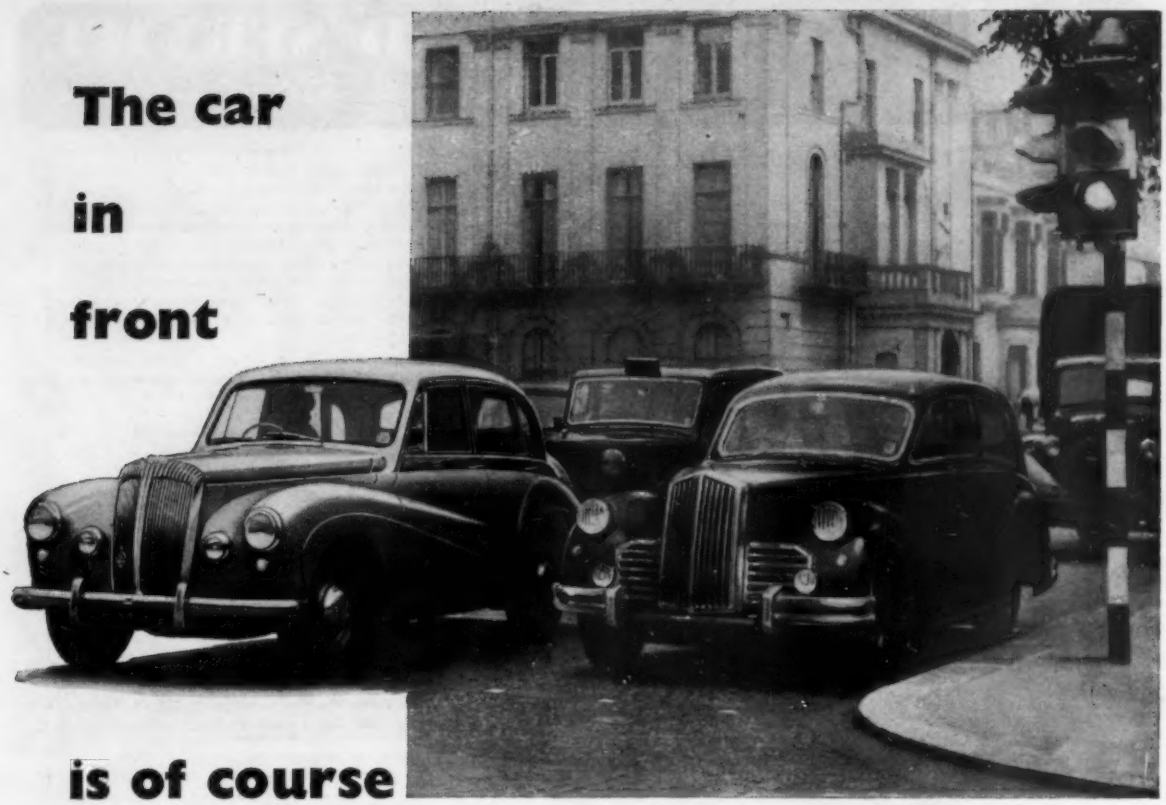

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The Autocar
FOUNDED 1895

No. 3038 *Friday, 19 February 1954* Vol. 100

City Cynics

AS a classic example of cynicism, self-interest and buck-passing the statement of the London County Council general purposes committee on the relief of traffic congestion in the capital is incomparable. The Minister of Transport's working party made the suggestion that restrictions on street parking should be imposed only as parking space became available elsewhere, but such consideration finds no place at County Hall:

> It appears to us more desirable that street parking charges and restrictions should be enforced first. This should result in a greater use of public transport. At the same time a greater impetus should be given for developers to meet the need created by their own buildings, and private enterprise should be encouraged to provide off-street accommodation.

Coming from the authority which used its vast power to sterilize the highway (Belvedere Road) on each side of which its offices are built, and which now uses that highway as a spacious private car park, the first sentence is priceless. The second is, perhaps, a sincere manifestation of the Socialist principles that have for long periods governed London's councillors. Birds of a feather are anxious for the welfare of the flock, and this concern for nationalized London Transport is therefore understandable in the face of rising charges and diminishing returns; if the erstwhile motorist is condemned to the sweating cattle truck conditions of the Underground, or the hectoring of union-dominated bus conductors over the number permitted to stand, that need not worry County Hall. How fortunate that the absence of a standing passenger limit on the Tube enables the L.C.C. to imply that London Transport is not used to capacity!

The final sentence is the gem, coming from the Left-wing council. Where private enterprise will pay, then let it. And if the parking meter will pay, then no doubt the Government can be bullied into legislating for it. Motorists have been warned once again of the fight that lies ahead in London—in the black and white of the report of the L.C.C. general purposes committee on the relief of traffic congestion.

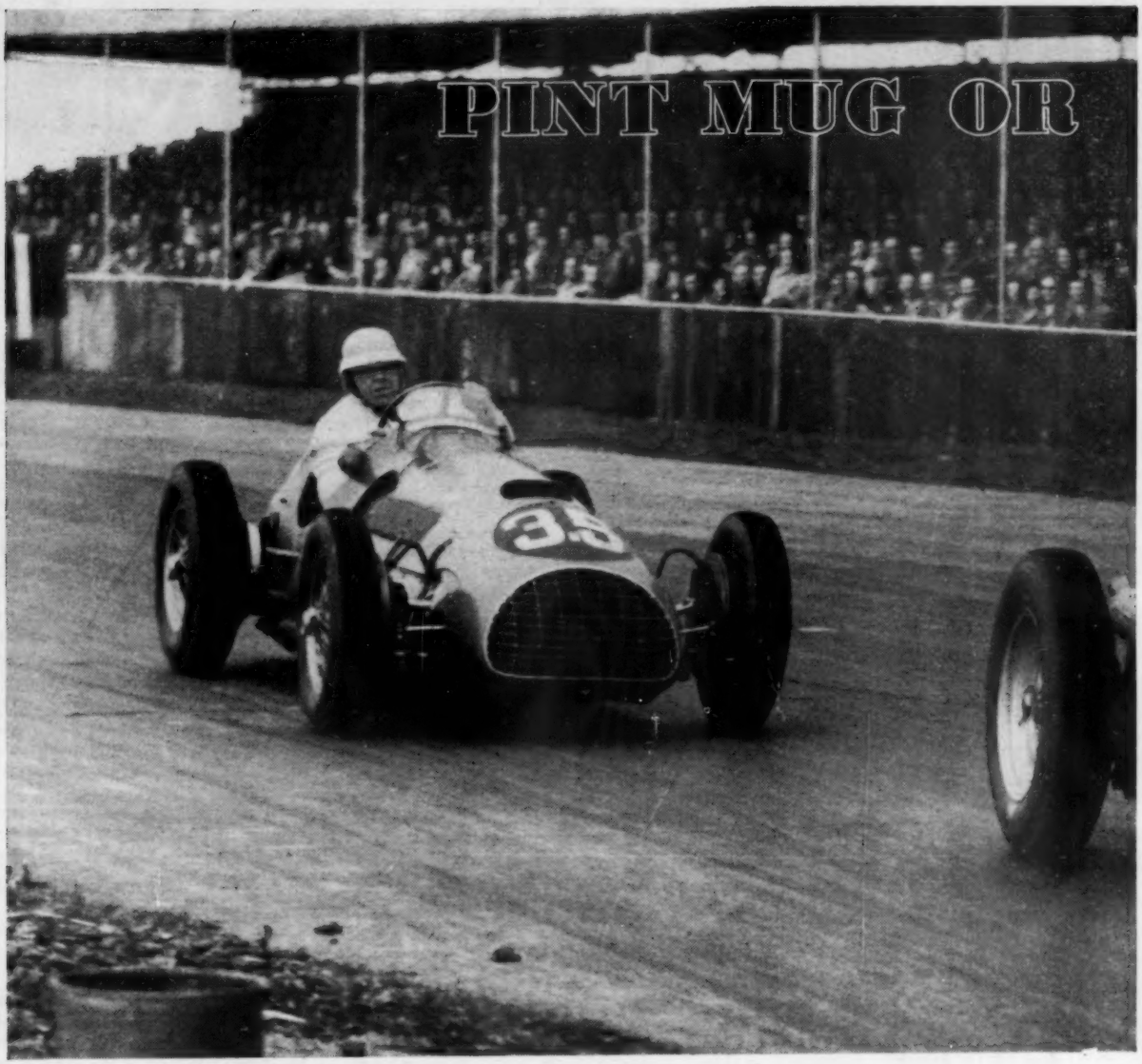
Climb Towards Efficiency

THE increase of engine efficiency achieved by automobile designers over the 60 years since the manufacture of cars began is exceptionally well illustrated by the changes in the Grand Prix formula, which is discussed in an article on the next page. There has been a steady decrease in engine size and at the same time an increase in performance, for throughout the years, while the size of engine was being reduced, so also were the times for the circuit records of the famous record tracks of the world.

Engine size is not, of course, all of racing performance, and much of the modern Grand Prix car's success lies in the outstanding improvements that have taken place in suspension. In these the production car has shared, although, normal owners not being addicted to cornering at the highest possible velocity at which the car can be held on a curve, their influence on speed has been less on the road than in Grand Prix motoring. But the normal touring car has benefited enormously from the improvements in engine output that have permitted the reduction in size, until it is possible to publish the road test of an "ordinary" saloon that succeeds in achieving a maximum speed of 75 m.p.h. with an air-cooled engine of only 850 c.c. Moreover, this light car is scaled to provide comfort for five occupants, and thus represents a remarkably successful accommodation of a wide percentage variation in laden and unladen weight.

How far such a car as the Panhard owes its potentialities to racing will remain the subject for argument that it has always been. It is perhaps significant that this firm shows a lively interest in sporting affairs, and has been notably successful in the past few years. In fact, if thought is given to the cars of the day outside America that are both original and successful, it is difficult to remember one that has not been improved as a result of its makers' sporting experience, even if that experience is vicarious, as it is when the entry is private.

PINT MUG OR



During the period of the last Grand Prix formula 1, many duels took place between the 1½-litre supercharged Alfa Romeos and the 4½-litre unsupercharged Ferraris ; in the one shown here, the late Felice Bonetto leads Reg Parnell at Silverstone.

THE sport of road racing with cars built solely for that purpose is perhaps the most glamorous of all forms of motoring, and must loom large in the daydreams of many small boys, not to mention their fathers. This sport, like all others, has to be run to a rigid set of rules to ensure parity of opportunity for the contestants and fairness in the contest itself, and these rules are made by the international body governing motoring sport, the *Fédération Internationale de l'Automobile*. Various formulæ are laid down by this body which define the types of car eligible to take part, and these formulæ are reconsidered—and possibly revised—at five-yearly intervals.

The formula under which the major Grand Prix events are run is in normal circumstances that designated formula 1; in recent years formulæ 2 and 3 have been added, catering for progressively less powerful cars than the primary formula. A brief recapitulation of these definitions follows as an *aide memoire*.

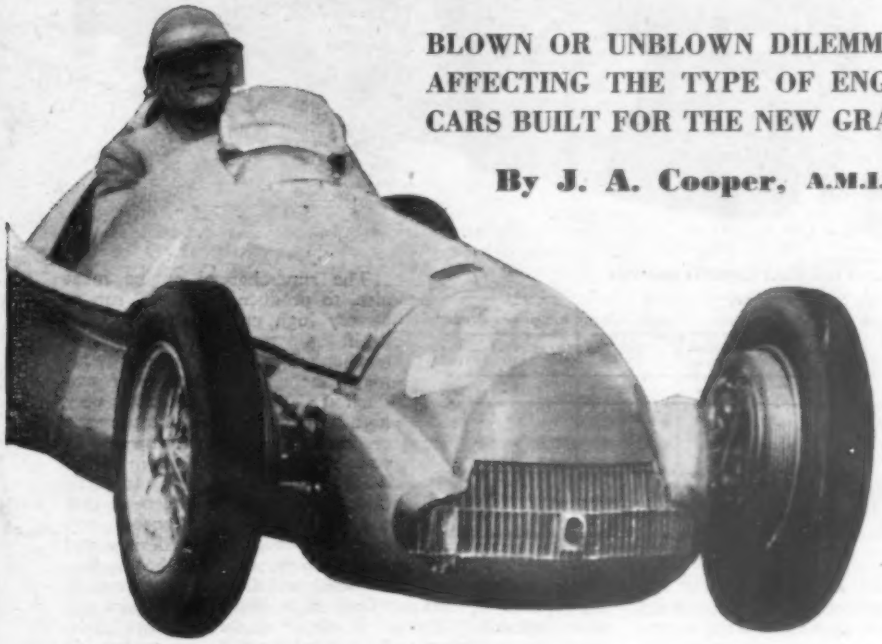
Some years before World War II (1933-37) the Grand Prix formula merely laid down a specific minimum weight for the car, this being set at 750 kg, or approximately 14¾ cwt. This gave constructors complete freedom as to engine size and put a premium on the use of expensive light alloys; the German state-aided firms of Mercedes-Benz and Auto-Union took fuller advantage of this than their rivals, the latter finally succeeding in producing a car within the required limits with an engine of fractionally over six litres capacity. These cars became immensely powerful, and there were not many drivers capable of using their potentialities to the best advantage. From 1938, therefore, the formula was changed to impose a maximum engine capacity of three litres if supercharged or 4½ litres if normally aspirated; the serious contenders for Grand Prix honours chose the former alternative, more power output being thereby possible. At the same time, there was an additional formula known as the "*voiturette* class," with a capacity limit of 1½ litres.

After the war, when the tumult and the shouting had died and the formulæ were reconsidered, the Grand Prix formula (now officially designated formula 1) was changed

WELL-FILLED THIMBLE?

BLOWN OR UNBLOWN DILEMMA: CONSIDERATIONS AFFECTING THE TYPE OF ENGINE TO BE USED IN CARS BUILT FOR THE NEW GRAND PRIX FORMULA I

By J. A. Cooper, A.M.I.Mech.E., M.S.A.E.



to cater for supercharged cars of up to 1½ litres capacity and unsupercharged cars of not more than 4½ litres. Still the emphasis lay on the supercharged engines, with first Maserati and then Alfa Romeo gaining supremacy; but Ferrari developed the unsupercharged unit to the point at which, in the later years of the formula, it could at least hold its own.

Formulæ 2 and 3 were now introduced, the former catering for unsupercharged 2-litre cars (and supercharged 500 c.c. units, although none of these actually appeared in competition) and the latter for unsupercharged 500 c.c. units and a minimum weight figure. In the last two seasons, however, although the period of validity of the formulæ had been extended unchanged until the end of 1953, most of the major G.P. races were run for formula 2 cars because of a dearth of sufficient good quality entries in formula 1.

So we come to the present period; commencing with 1954, formula 1 has still further reduced its requirements in engine size without imposing any other limitations on design. It now calls for engine capacities of 2,500 c.c. unsupercharged of 750 c.c. supercharged. Formula 2 has, temporarily at least, fallen into abeyance, while formula 3 remains for the present unchanged.

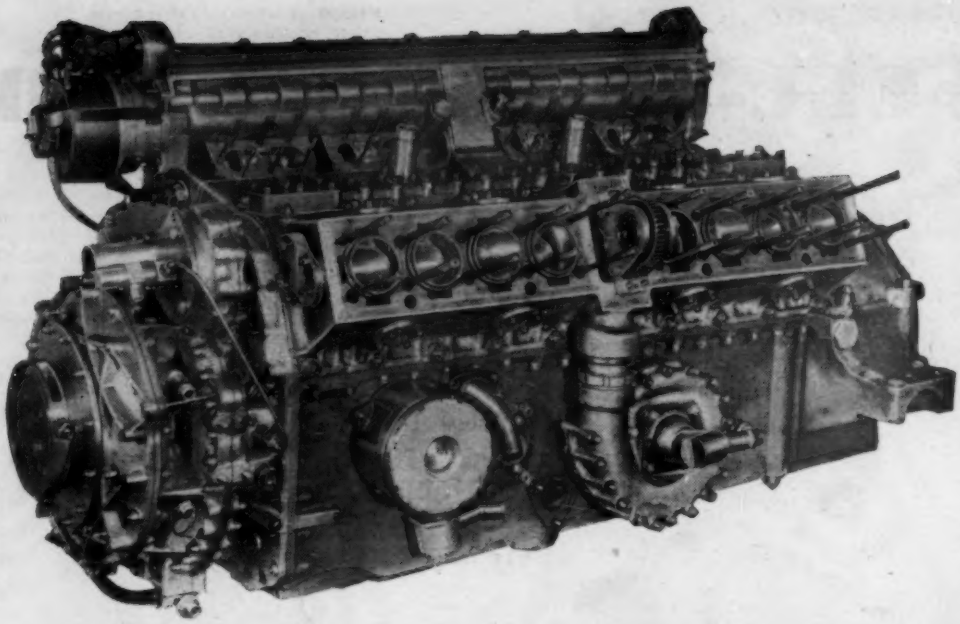
What are designers doing to meet the requirements of the new formula 1? Of the plans so far announced, the verdict seems unanimous; the 1954 Grand Prix cars will have unsupercharged 2½-litre power units, albeit of various different types. It is stated that the Alfa Romeo and Mercedes-Benz concerns, always thorough, are investigating both types of unit but have as yet reached no definite decision as to which, if either, to bring to the starting line; however, the odds seem now to be on the unblown unit.

The reasons prompting this decision are multiple and various in character. First in the minds of most people, of course, comes the question of power output. With engine development in its present stage, it seems that the majority of racing car designers are extracting approximately 100 b.h.p. per litre from their unsupercharged medium-sized units; that is to say, an output of something around 250 b.h.p. from a 2½-litre. Now, it is by no means impossible that the same output could be produced from a supercharged 750 c.c. engine; the B.R.M. in its later stages of development did develop around 500 b.h.p. from 1½ litres of engine.

But—and it is a big but—maximum power is not the only criterion. There are few racing circuits of a shape and nature permitting the engine to be run at full throttle and peak r.p.m. for more than a second or two, even in an intermediate gear; and it is the *shape* of the power curve, rather than the height of its peak, which will govern the acceleration of the car. In other words, it is no use having an enormous amount of power at maximum r.p.m. if this can rarely be attained because of a lack of power in the middle range; the driver is then constrained to change gear almost continually to maintain the engine speed within a certain very narrow range, which loses fractions of a second here and there and which impairs his concentration on the other aspects of his driving.

For power outputs in the neighbourhood of 300 b.h.p. per litre to be extracted from an engine, a very high degree of supercharge must be employed. For this to be achieved with a Roots type of compressor (the positive lobe-pump unit), two or even three stages of supercharging are necessary, for there is a definite limit to the pressure rise obtainable from one stage. This, in turn, means a lot of mechanical complication, and an added disadvantage in the probability of a definite lag in response of the engine to the throttle control on the carburettor. On the other hand, if a centrifugal type of supercharger is used (in its simplest form, a vacuum-cleaner fan), the designer is faced with a poor and very peaky power curve, for this supercharger produces a lot of compression only at very high r.p.m. indeed (of the order of 30,000 or even 40,000 r.p.m.

PINT MUG OR WELL-FILLED THIMBLE? continued



The high-output supercharged 16-cylinder engine of the B.R.M.; the casing of the centrifugal supercharger can be seen on the front of the unit.

THE FORMULA AND ITS FULFILMENT, 1934-1954

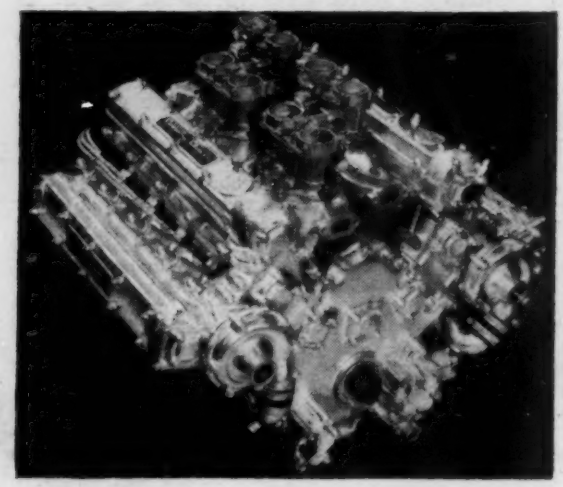
Formula	Year	Make	c.c.	Max. b.h.p.	b.h.p. per litre
Minimum weight 14¼ cwt	1934	Alfa Romeo ..	2,904 s	220	73.3
	1937	Auto-Union ..	6,006 s	630	110
4,500 c.c. or 3,000 s ..	1939	Mercedes-Benz ..	2,996 s	483	161
4,500 c.c. or 1,500 s ..	1949	Maserati	1,490 s	240	160
	1950	Alfa Romeo ..	1,488 s	360	240
	1951	Ferrari	4,494	380	84.4
	1952	B.R.M.	1,487 s	500	333.3
2,000 c.c. or 500 s ..	1953	Maserati	1,996	195	97.5
2,500 c.c. or 750 s ..	1954	?	2,500	250?	100?

at the blade shaft). It is, however, a light component and attractively simple in design, and much work has been done on the problem of altering the gear ratio of the supercharger drive as the engine speed varies in an attempt to preserve a more uniform pressure; for aircraft use it is ideal, as an almost constant engine speed is involved, but the rapid and continual variations of speed required of a racing car engine present a much more difficult problem.

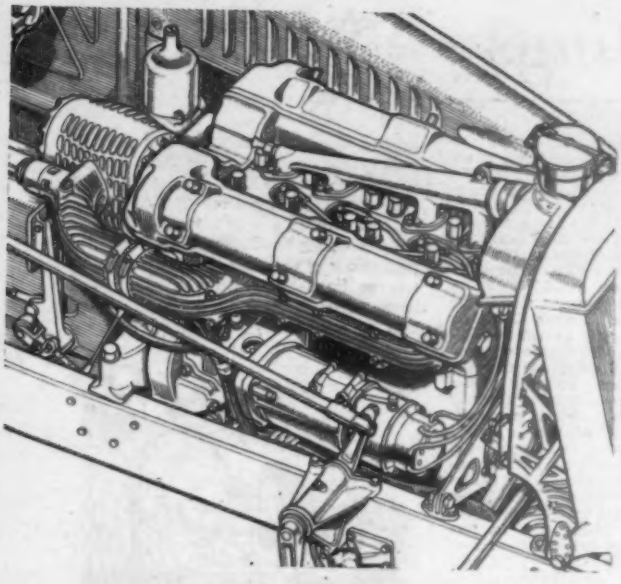
The supercharged engine must also, to produce its power, run at a very high crankshaft speed (in itself, a more straightforward mechanical problem, but one tending to increase the expense of production of the unit), while the very high b.m.e.p. involved (the pressure on each piston crown) means, in turn, additional problems in piston design and manufacture. In addition, it must be remembered that the high operational speeds will affect the valve gear design and manufacture, and that the production of ignition equipment which will function at extremely high speeds presents problems all its own which require still more research. The net result of all these factors tends, therefore, to imply that the supercharged 750 c.c. engine will possibly produce as much or even more power at peak r.p.m. than the unsupercharged 2,500 c.c. unit, but that it will cost more to produce, may be less reliable, and is likely to have a power curve of a shape which will result in a poorer performance on any but the very fastest of circuits.

Crucial Pit Stops

So far, no consideration has been given to one of the most important aspects of design, even for a racing engine; that of fuel consumption. Although the cost of fuel is virtually no object in racing, the physical problems imposed by a high rate of consumption are vital. Even if it is possible to provide sufficient tank capacity on a thirsty car to enable it to complete a 300-mile Grand Prix race without a refuelling stop, it is probable that the handling characteristics will suffer, while the additional weight of the car with full tanks will reduce its performance in the early stages of the race. On the other hand, if a fuel stop is necessary, this means presenting the car's rivals with a free minute or more time allowance, as if it were a handicap event. The supercharged engine will always tend to have a higher specific fuel consumption (pints per b.h.p. per hour) than the unblown unit, if equal power outputs are to be obtained from the ratio of engine capacities imposed.



The new 2½-litre unsupercharged Coventry Climax engine will make its debut later this year in competition under the new formula 1 regulations.



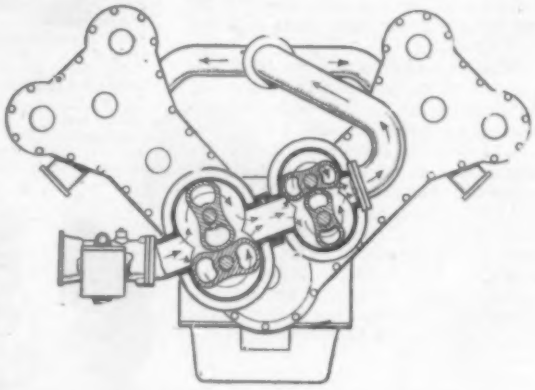
This twin-o.h.c. supercharged 750 c.c. Austin engine was designed in 1936, and contributed to many pre-war successes of the *marque*. The output, however, of 120 b.h.p. is only half that demanded by present-day formula I standards.

All these arguments and conclusions are naturally based upon existing designs; and progress does not stand still. It is inevitable that fuel injection will be still more widely used in the future, possibly of the type in which injection is made directly into the combustion chamber instead of into the manifold or port. But even this is, perhaps, likely to benefit the unsupercharged engine to a slightly greater degree than its blown counterpart. Certainly specific outputs will continue to rise, and whereas at present the maximum output of a 2½-litre unblown racing engine may be roughly 250 b.h.p., before the five-year term of this formula is more than half run it is quite likely to approach 350 b.h.p.

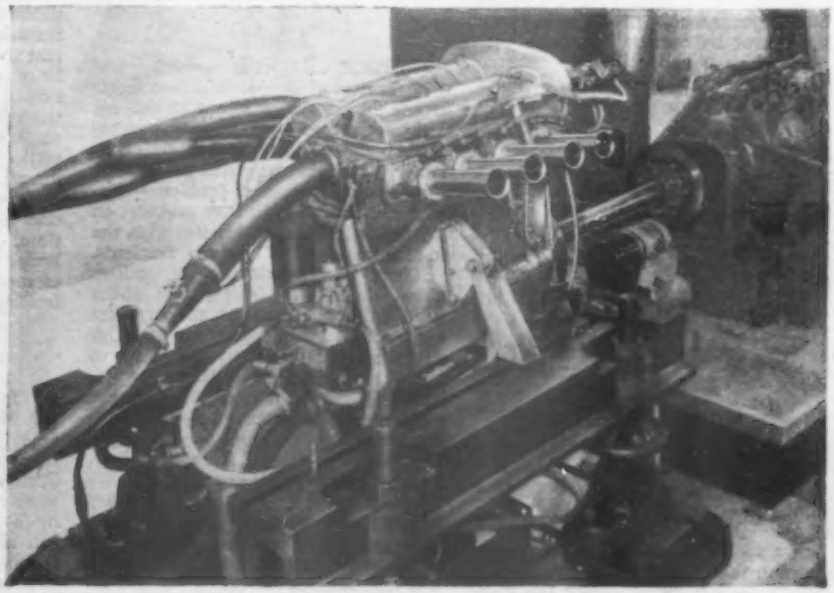
In the 1930s, both Austin and M.G. produced supercharged 750 c.c. racing engines, at first developments of their standard production units and then—especially with the former *marque*—of a more specialized nature. In fact, the twin-o.h.c. unit designed by the late Murray Jamieson as part of the racing Austin Seven of 1936 was a fine piece of work which was never developed to its full potentialities. But although people are apt to talk airily now of the possibility of using one of those units in competition under the 1954 formula, the fact remains that the output of that unit was just under 120 b.h.p.; twice that amount will now be essential, and the Austin unit could not be made to produce power outputs of that order without what would amount to a complete redesign. Nor, for that matter, could any standard production unsupercharged 2½-litre engine of conventional design be modified for the same purpose without the same proviso.

Of the cars so far known to be actively in preparation for 1954 Grand Prix events, all have unblown engines. In Italy, the Ferrari is a four-cylinder, the Maserati a straight six, the Lancia probably (but not certainly) a V-six. In France, the Gordini is a six-cylinder, the projected Bugatti (which can hardly be ready before the end of this season) a straight eight. From Germany the Mercedes may be a six-cylinder. In this country, the Connaught will use a four-cylinder Alta engine the H.W.M. is likewise a four; but there are several exciting V-eight designs, of which the most promising and the nearest to completion and testing is the Coventry Climax unit, which was fully described in *The Autocar* of August 7, 1953.

So far, the emphasis is on normal aspiration. Whether or not the supercharged unit will achieve a fresh lease of life in Grand Prix racing as a result of future development still remains to be seen.



A diagram of the V-type engine with a two-stage Roots supercharger installation.



The new unsupercharged 2½-litre four-cylinder Alta racing engine, here seen on the test bed at the Connaught works, has a system of fuel injection into the inlet ports.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Bodesbeck

SEVERAL readers have responded on the subject of Bodesbeck hill (page 104, January 22). The road, says one, leaves the Moffat-Selkirk road at Capplegill, crosses Moffat Water by a bridge and peters out in a farmyard. From there to the county boundary at the summit of the pass it is merely a grass track slightly flatter than the rest of the hillside. After the boundary gate, my correspondent reckoned that it would be negotiable by car, for there were signs of old metalling; he says that Selkirk authorities once said they would metal the pass to the boundary if Dumfriesshire would, but no agreement was reached. Another correspondent recalls that the hill was used in the Scottish Six Days' motor cycle trial back in the 'twenties, and that at that time it could have been climbed by a trials car.

From Dumfries comes the information that Bodesbeck cannot qualify as the steepest hill in Scotland, because its gradient varies between 1 in 6 and 1 in 14 over the rise of about 750ft in two miles. It is no worse, says my informant, than many of the hill tracks providing access to farms, over which local delivery vans are driven. It was included one year in an M.C.C. "Edinburgh." A whimsical note: there exists a poem entitled "Brownie of Bodesbeck" by either Sir Walter Scott or James Hogg, the Ettrick Shepherd.

✦ ✦ ✦

Climbers

FAIRLY recent actual climbs of Bodesbeck seem to have been made by two readers—one an Edinburgh cyclist who, with his wife, made the ascent by tandem "through tussocks of grass and gullies"; he warns that a bridge on the Ettrick side looks a doubtful proposition. He had a

By tandem.

friend who drove a Scott combination up and over years ago and reckons that a trials car might get up, but not a family saloon.

Also from Edinburgh comes an account of a recent attempt by competition motor cycle:

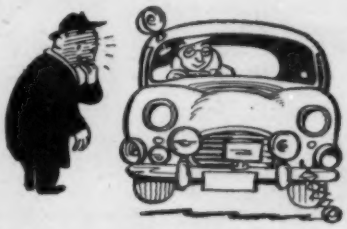
"I reached Ettrick church and found a broken down notice saying 'Road unsuitable for motor cars'. Thinking in my innocence that, it being an old notice, something had been done since the notice was put up, I proceeded up a bad road to a place marked Potburn on my 3 miles to the inch map. Here one road continued and vanished into nothingness at a ford toward the head of the glen. The other went over the hill via a bridge half of which is missing. I presume this is the Bodesbeck hill proper. Luckily I was on a competition motor cycle so had no difficulty on the way up. The other side was very much worse and covered with reeds and broken up by small burns in places. The road deteriorates into what I would call a third-rate sheep track and is exceedingly steep compared with various hills I have encountered elsewhere in the Lakes and Highlands and would be, I think, impossible in the other direction for almost all vehicles except, perhaps, a Land-Rover in very bottom gear and four-wheel drive.

"Incidentally, the farmer told me that an Austin (type unknown) had gone over the hill in the same direction as I a year or two before, which I now doubt.

"At the bottom I emerged into a farmyard separated from the main road by the river.

"If going in the opposite direction, one would just have to point the vehicle roughly up the hill and proceed by guesswork. I would not like to do the journey in that direction and had I known what I was up against would probably have made the detour to Moffat via Selkirk . . ."

✦ ✦ ✦



I should blush.

Lights

A RECENT letter which was critical of double-dip head lights struck an answering chord in me, for I do not regard them as a very satisfactory answer to night lighting problems. I am less concerned with dazzle—a seemingly hopeless problem—than with the driving light they provide; on my car, it is considerably less than the maximum speed of the car demands.

There is a woodenness of outlook about double-dip lamps, and about head lighting in general, that irritates me. Can someone not use the full design scope afforded by two lamps to provide a system that is nearer the ideal? Just what that ideal is I am not quite sure, but it may well be a brilliant narrow beam from one lamp and a wide, close spread from the other, which is what many people are trying to get by the look of their auxiliary lamps. Whatever it is, it certainly isn't two lamps providing exactly the same beam pattern and proving far less than efficient in doing so. I suppose I shall be told that "the public" will not accept dissimilar head lamps, to which I retort that they accept dissimilarities in auxiliary lamps.

If I were a car manufacturer I should blush with shame as I saw the pathetic and dazzling efforts of motorists to light their way at night with lamp after lamp added to the front end to supplement the head lighting.

✦ ✦ ✦

Country crafts.

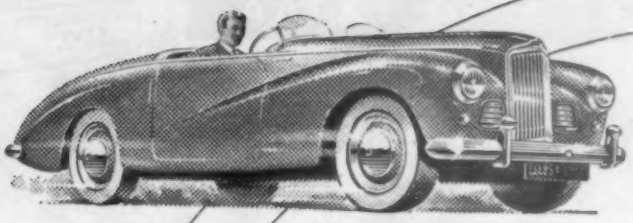
Laying

YOU might well ask what laying has to do with motoring, but I mentioned the subject recently and have received a little expert information about the treatment from a Land-Rover enthusiast, and I am sure most readers are as glad as I am to increase their store of knowledge regarding country crafts. Laying, of course, is the practice of splitting a young hedge growth near the base and bending it down almost horizontally, whereupon it shoots all along its length and helps to thicken up a hedge. I laid my own mixed garden hedge last year and transformed it from a lot of holes separated by undergrowth to a passably neat example of an animal resister. Anyway, my informant says that the reason why one does not see a lot of laying these days is the old objection of cost in time and labour. Hawthorn, he says, is actually an ideal subject for it as well as forming a thick cattle-proof barrier, but it takes about three times as long to lay it as it does an easy shrub like hazel, while only one man can work on a stretch at a time. The competition of mechanical hedge trimmers, which enable a couple of men to trim several miles a day, is irresistible.

✦ ✦ ✦

Stilton

SOME of the deadliness of the Great North Road is relieved by the passage through Stilton. About three times a year I read the true origin of Stilton cheese, which is either (i) intimately connected with Stilton on A1, or (ii) entirely unconnected with it. I can never remember which, and that is why I cannot pass on the information at this moment.



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THE 2¼ LITRE

Sunbeam

TALBOT AND ALPINE

Illustrated above is the new Alpine sports two-seater. The Sunbeam-Talbot is available as a sports saloon (below) or sports convertible.

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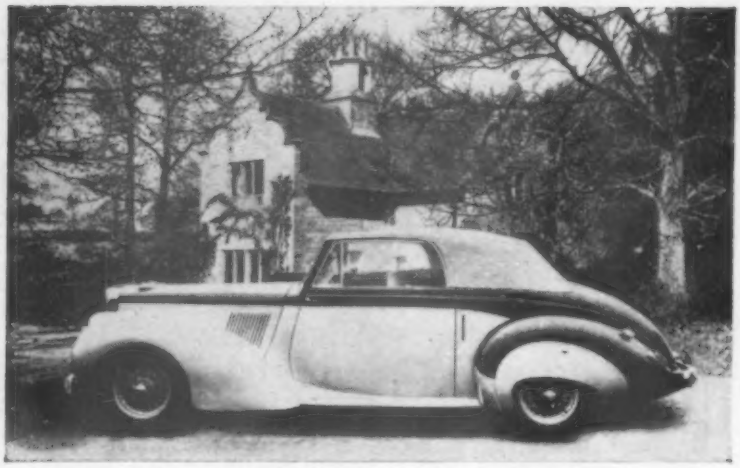
NEWS and VIEWS



This new Alvis drop-head coupé has a Tickford body. It was introduced at the recent New York Show (see accompanying paragraph).

Alvis Drop-head Coupé

THE latest body style that is available on the Alvis TC21-100 chassis is the Tickford drop-head coupé. This model is at present available for export only and was exhibited for the first time at the New York Show. The model should be available for the home market soon.

Mechanically the car is identical with the TC21-100 saloon, previously described in *The Autocar*. It has a two-door body, a folding three-position hood and full leather trim, with the accent in interior refinement. It is available in a variety of two-tone colour schemes. The basic price, when it is obtainable in Great Britain, will be £1,360, making a total with purchase tax of £1,927 15s 10d.

£4,000,000 More

A VERY small crumb of comfort fell from the Government table during the House of Commons debate on roads last Monday. Mr. Hugh Molson, Parliamentary Secretary to the Ministry of Transport, said that the expenditure of an extra £4,000,000 had been approved and that this, with contributions attracted from the rates, would mean an increase in road work of 13 per cent. For the rest the debate was the "mixture as before." The Government repeated that the payment of vehicle, purchase and fuel taxes by motorists did not give them any right to expect such moneys to be spent on roads. The infamous suggestion of limiting the entry of passenger cars into London was again put forward, as was the further consideration of parking meters. Sir Gurney Braithwaite, for the Opposition, suggested a road loan of £500,000,000 to make a real modernization programme possible.

Court Reminder

A REMINDER that the police are not above traffic regulations was given by Mr. Rowland Thomas at a London Magistrates' Court on February 10. A police constable was fined for driving without due care and attention, and additionally 1s for failing to conform to a traffic signal, after the car he was driving had been in collision with another car at a traffic light. The police driver had attempted to cross against the red light while answering an emergency call.

Abadan Visit

IN connection with the resumption in London of oil talks, announced on February 2, a party of technical experts of the oil companies taking part in the talks has visited Abadan and the oil areas of southern Iran for a short survey tour.

"ROAD ACCIDENTS, 1952"

AN analysis by the Ministry of Transport of more than 170,000 road accidents which occurred during 1952, and the Ministry's conclusions, are contained in *Road Accidents*, 1952, published by H.M. Stationery Office, price 3s 6d. Between 1938 and 1952 the population increased by 6 per cent, and the number of vehicles increased from over three million to over four and a half million. The mileage run by goods vehicles, public service vehicles and motor cycles rose by more than 50 per cent. Despite these substantial increases, and despite the lack of road building activity, the 1952 accident figures were nearly 11 per cent below those for 1938.

Part of this very creditable reduction is attributed to road safety education, but the Ministry says that the increase in casualties in 1953 suggests that increases in traffic and population are beginning to outstrip the effects of propaganda.

Of the 208,000 people killed or injured in 1952, about 54,500—more than a quarter—were pedestrians, 47,000 were pedal cyclists, 33,000 were motor cyclists, and 20,000 were drivers of other vehicles. The remaining 53,000 casualties were passengers. Casualties to adult pedestrians (30,500) were 11½ per cent fewer than in 1951, and this is thought to be owing to the use of zebra crossings.

Points brought out by the survey include the fact that because cars are involved in more accidents than other vehicles it does not mean that cars are more liable to accidents. The relative number of vehicles on the roads and the vehicle mileage must be taken into account. Turning right is a particularly dangerous manœuvre if undertaken without due care. It caused 11,238 accidents, involving 4,200 pedal cyclists, 3,358 car drivers, 1,865 goods vehicle drivers and 1,110 motor cyclists. Over three-quarters of the total number of accidents occurred in built-up areas, and almost half these accidents occurred at junctions and crossroads.

SPARKING PLUG PRICES

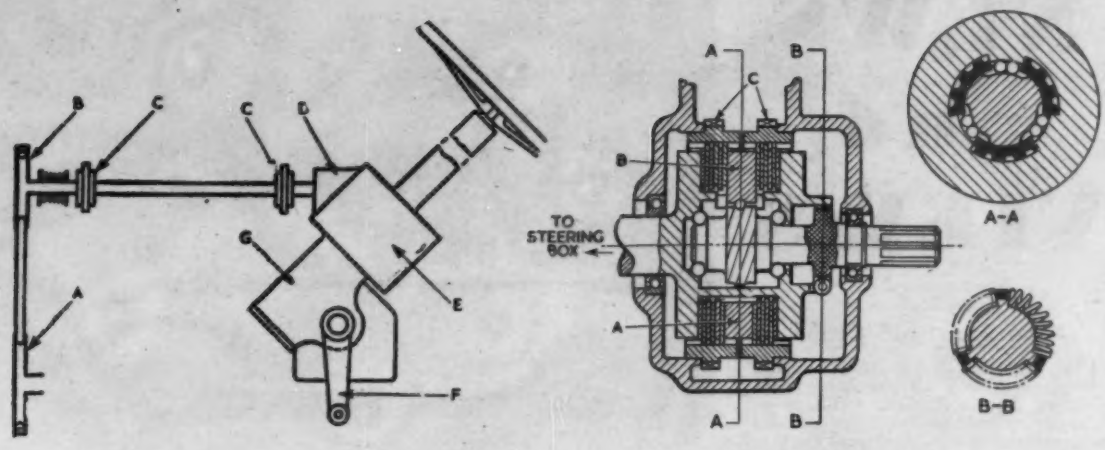
IN the House of Commons last week Mr. Michael Foot asked leave to bring in a Bill to reduce the price of sparking plugs. He said that the issue was not only one of gross over-charging but of individual freedom. Last year, between October 3 and November 10, Mr. Geoffrey Oliver Symes, managing director of the Vollmax battery company, a Manchester firm, advertised sparking plugs for sale at 3s 6d and 3s 9d. The normal retail price was 5s or 5s 6d. A few weeks later he received a letter from the British Motor Trade Association inviting him to attend the price protection committee for an adjudication. He accepted the invitation, and was brought before the adjudicator, Sir Grattan Bushe, who asked him one question, whether he would give an undertaking to sell his sparking plugs at the price fixed by the ring. Mr. Symes replied that he would not do so, because he would regard it as a betrayal of faith with his customers, whereupon the adjudicator decided, strangely enough, in favour of the B.M.T.A.

He informed Mr Symes that there was no other course open except to place Mr. Symes on the "stop list," which meant that every effort would be made by other members of the Association to prevent Mr. Symes from receiving commodities from members of the Association. Mr. Symes was continuing his fight against the ring, which was composed of four firms which had held a monopoly in the industry for 25 years, and about 90 per cent of all sparking plugs sold in this country were sold at the ring prices.

Since he (Mr. Foot) gave notice of the introduction of this Bill, he had received information from the Wico-Pacy firm, of Bletchley, which produced sparking plugs at 3s 6d and sold them at the same price as Mr. Symes was attempting to sell plugs. Leave was granted and the Bill was brought in and formally read a first time.

X for Bristols

STEEL-REINFORCED Michelin X tyres are now standard on the Bristol 404 Businessman's coupé, and the Bristol thus becomes the first British car on which these tyres are standard equipment. An article on Michelin X tyres appeared in *The Autocar* of December 18, 1953.



Left : The Borg Warner Studebaker friction servo installation. A. Engine-driven pulley ; B. Driven pulley ; C. Universal joint ; D. Gear train driving contra-rotating housings ; E. Friction servo unit ; F. Drop arm ; G. Steering box. Right : The clutch assembly ; A. Pressure plate ; B. Pressure plate ; C. Contra-rotating clutch housings.

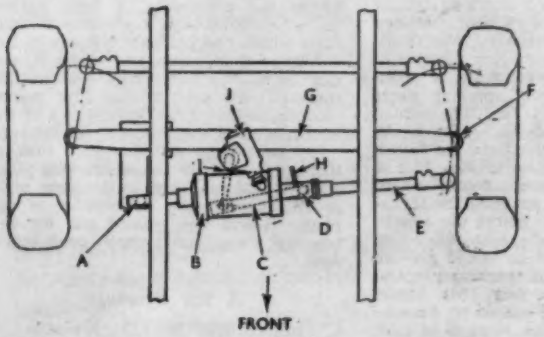
POWER STEERING

Its History and Development and a Survey of the Systems which Have Been Used

POWER steering is apt to be considered a modern development but a Paper read before the Automobile Division of the Institution of Mechanical Engineers by F. H. Heacock, A.M.I.Mech.E., and Harold Jeffery, A.M.I.Mech.E., who are respectively research and development engineer and chief designer of Clayton Dewandre, Ltd., on February 9, reminds the student that this is not the case.

Actually an American patent was granted in 1876 to G. W. Fitts and in 1926 F. W. Davis demonstrated a hydraulic system fitted to a Pierce Arrow car which was subsequently exhibited at the Quebec meeting of the S.A.E. In 1927 an engine-driven friction servo developed by the Stutz company was publicized and later in the same year a British patent was granted to the Belgian Dewandre company covering a vacuum unit for steering assistance.

In the Stutz system application of effort to the steering wheel caused an expanding band brake to engage an engine-driven drum rotating concentrically around the steering shaft. Two band brakes in conjunction with two contra-rotating drums provided assistance in either direction according to the assembly engaged. This type of installation has not been widely adopted, although a friction type steering assistance developed by the Borg Warner company has been applied to the Studebaker car. The vacuum servo also has had only limited application because the power necessary has generally necessitated too big a vacuum cylinder.



The Bendix Westinghouse air pressure installation for a vehicle with axle mounted steering gear. A. Fixed anchor ; B. Combined steering unit ; C. Control valve rod ; D. Floating anchor ; E. Extension tube ; F. Steering knuckle ; G. Front axle ; H. Air supply ; I. Drop arm ; J. Steering gear.

It is with units employing hydraulic or air pressure that progress has been made, and the first system to have widespread application was introduced in 1931 by Vickers Incorporated. In this a simple hydraulic circuit was used consisting of a fluid reservoir, an engine-driven pump and an integral power cylinder and control valve assembly. In 1933 a compressed air powered steering booster was produced by the Bendix Westinghouse company and a compressed air system was marketed in Great Britain by the Clayton Dewandre company in 1945. Lockheed hydraulic equipment on a Daimler chassis made its appearance at the 1948 commercial vehicle show, and was the first application in this country of power steering to a public service vehicle. In 1951 Chrysler, in conjunction with the Gemmer company, initiated the large-scale fitment of hydraulically assisted steering to cars.

In Great Britain power assistance to the steering has not been readily accepted as being necessary or desirable.

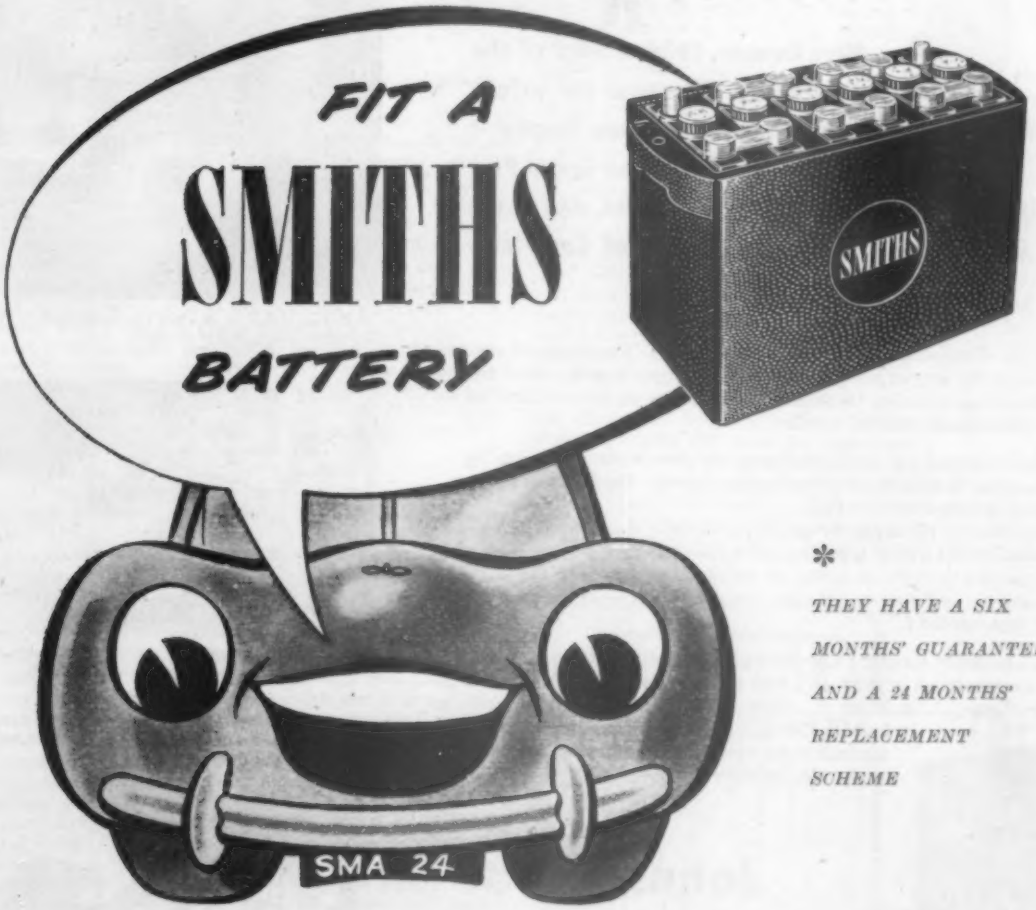
Certain Control

The most obvious contribution of power assistance towards safety, particularly with certain hydraulic installations, is that it makes it possible for a driver to maintain control of the steering wheel when the road wheels are subjected to severe shock, such as when meeting a freak obstruction or when a tyre burst is experienced. Indirectly, safety is increased by the reduction of driver fatigue and from the elimination of steering wheel kick, while a lower ratio steering box may be used, in order to facilitate steering correction in case of emergency.

Broadly speaking, systems using hydraulic or compressed air as the power medium have the same operating principle. The essential requirements are a source of power, a means of utilizing the power—commonly a double-acting cylinder—a control valve and provision to transmit a signal to the control valve when manual effort is applied to the steering wheel. This latter provision invariably consists of a bi-direc-

A HARD WORKER WITH A FUTURE

A CAR BATTERY today has to work hard for its living. Lights, starter, heater, radio, horn, screenwipers and trafficators all add up to a big demand. Yet when you fit a Smiths battery (which comes from the firm that makes quality instruments and accessories for 9 British cars out of 10) you can be sure it will meet *all* the demands your car can make on it. The new improved vent plug is a recent good example of the care shown for every detail of the design of Smiths long-life batteries. By the baffle arrangement of its vents and its unusually large spray chamber, it effectively prevents the escape of acid through gassing — and the consequent corrosion of terminals.



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TELESCOPIC FOG LAMPS *stretch out 2′ 6″ on arms operated from inside the car. Other Couper fittings are built-in sand boxes to give extra purchase on slippery roads.*

RALLY RUN RE-AFFIRMS WEATHER RESISTANCE OF FINEST WAX FINISH MONEY CAN BUY!

Mike Couper, 1954 winner of the Grand Prix d'Honneur for Safety and R.A.C. Challenge Trophy, 4 times previous winner of the Grand Prix d'Honneur in the Concours de Confort, and twice a Class winner, gives his opinion of Car-Plate.

A BRIEF HALT at the Paris Control Point beside the Arc de Triomphe. Leslie Seyd at the wheel.

Will a Car-Plate waxing wear as well as it looks? Thousands of satisfied users know the answer is—yes. Read Mike Couper's verdict after driving his Armstrong Siddeley 'Sapphire' 2,000 miles to Monte Carlo on all roads, through all kinds of weather:

"Before setting out on the Rally, special fittings were built into my 'Sapphire' and many careful adjustments made. The final touch being a good waxing with Car-Plate.

"At the end of the Rally, the car, as you'd expect, was covered with dirt and mud. But a brisk wash and general leather-down was sufficient to get coachwork bright as a new pin for the Concours. The Car-Plate waxing put on before we left home was still perfect — as though it had just been applied!"

CLIMBING through the wintry French Alps — between Castellane and Grasse. Driver here is Peter Tabor.

There's no doubt about it! Car-Plate gives the brightest, longest-wearing, toughest wax finish of them all! And with the least effort. You just wipe on Car-Plate . . . let it dry . . . dust off. In minutes, with *positively no rubbing*, Car-Plate imparts mirror-bright protection that will stand up to months of trying weather. Get a tin today and prove it *yourself!*

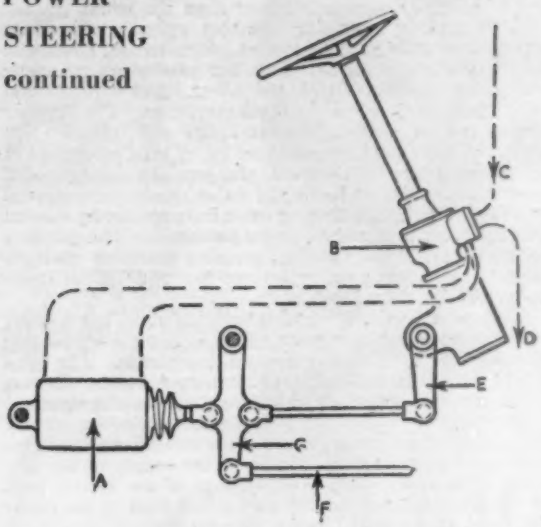
THE 5-LAP SPEED TEST on the Monaco Grand Prix Circuit. Mike Couper drives solo in an event open only to the first 100 cars.

5/-

Johnson's Car-Plate

MADE BY THE MAKERS OF JOHNSON'S WAX

POWER STEERING continued



The Clayton Dewandre air-pressure assisted installation. A. Double-acting cylinder ; B. Control valve ; C. Compressed air supply ; D. Exhaust ; E. Drop arm ; F. Drag link ; G. Relay lever.

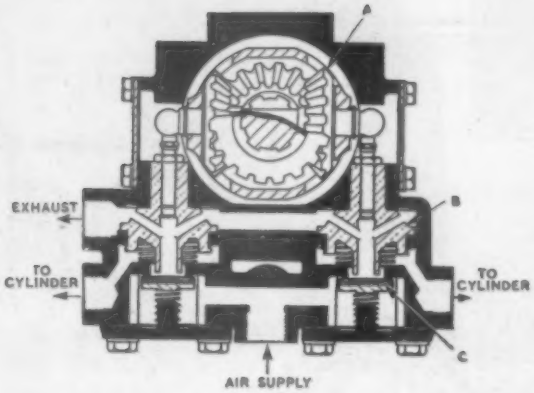
tional idle movement at some point in the mechanical linkage.

These points are shown in the illustration on this page of a hypothetical installation using a simple hydraulic circuit without accumulator. In this diagram is indicated a steering box with a split drop arm. Lever A pivots round B, relative to drop arm C, angular movement being limited—as by a clearance hole round pin D—to give a designed range of movement to pin centre E which, when in the mid-position of its movement, coincides with the centre of the drop arm shaft. Centre E is linked to control valve V, which is in a neutral position when E is at the point of mid-travel. The lower end F of lever A is connected by link G to a supplementary drop arm H dependent from pivot J. Power cylinder S, indicated as a double-acting cylinder, is pivoted to an anchor point K, fixed relative to J, and to point M on lever H. The drag link L is connected to the end N of lever H. Pump P and fluid reservoir R complete the circuit.

Operation

Manual effort applied to the steering wheel rim is transmitted through the steering box reduction gear and drop arm to point B. Point F on lever A is considered anchored by resistances to movement at the steered wheels, and lever A will pivot around F within limits imposed by stop pin D when movement at B is induced. This will occur when the pre-loading of valve V, which normally centres point E, is overcome by the effort applied through point B. This idle movement is the signal that brings in power assistance. The overcoming of the locating force at V results in actuation of the valve to direct fluid to the power cylinder S in a direction assisting the manually applied effort, and point F will be traversed by the power cylinder to tend to cancel the relative angular movement that has been created between levers A and C, so tending to return the point E towards the neutral position until a balance pressure is established.

On cessation of manual movement of point B this balanced condition will be reached by subsequent movement of the point F by the power cylinder S, i.e., a fractional movement of the steered wheels occurs after termination of manual movement. This movement is made as small as possible. At steering efforts below that necessary to overcome the valve pre-loading, levers A and C move in unison and normal manual steering is obtained. When power is not available the stop pin D permits transmission of the maximum manual effort to point F on lever A. A similar disturbance of a normally balanced condition is



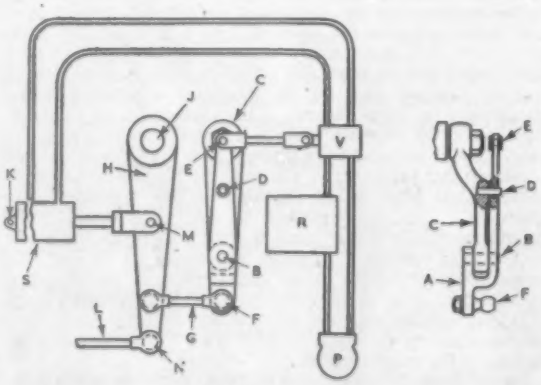
Section through the valve of the Clayton Dewandre air pressure assisted system. A. Bevel actuating gears ; B. Reaction piston ; C. Feed valve.

followed by a powered restoration of the balanced condition in all instances.

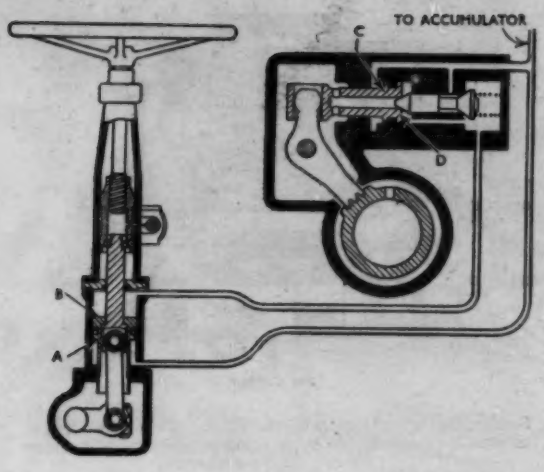
While there are differences of opinion regarding the desirability of a reaction in the steering wheel proportional to the resistance at the steered wheels, it is usually considered advantageous to retain a non-assisted feel at the low efforts normally required for slight corrections during straight-ahead travel. This is readily attained by pre-loading the control valve to a neutral position, so that when the steering wheel effort is below a certain figure there is no movement of the valve and the normal manual steering linkage is effective. Retention of the self-centring action is generally accepted as essential.

In the Borg Warner friction servo used on the Studebaker a shaft, belt-driven from the engine, drives a gear train which causes contra-rotation of two free-running clutch units which can be engaged individually according to the direction of rotation of the steering wheel. A helical ball track causes movement of the pressure plate common to the two clutch units, and a "spring box" drive in the steering shaft has pre-loaded springs preventing relative rotation of the shaft elements until a designed torque is applied, thus retaining a normal manual "feel" in the steering wheel for low efforts. A free-wheel device allows manual steering when the engine and servo are stationary.

The authors next dealt with two production systems using compressed air, these being the Bendix Westinghouse and the Clayton Dewandre. These are primarily intended for heavy vehicles and their interest to the car owner is, therefore, largely academic. In the Bendix Westinghouse



A hypothetical installation using a simple hydraulic circuit without an accumulator.



Lockheed-Daimler accumulator powered steering assistance column assembly. B = 2A ; D = 2C (letters indicate areas).

POWER STEERING . . . continued

system the steering box and the power assistance unit are mounted on the axle and a horizontal drop arm and drag link transmit manual effort to a floating ball pin in the valve control assembly. Effort in excess of the pre-loading of the valve centring spring will cause movement to close the exhaust port and open the compressed air supply to the appropriate side of the power cylinder, the sequence being reversed on opposite movement of the valve traversing plate. Travel of the ball pin is mechanically limited to allow manual steering in the event of power failure.

In the Clayton Dewandre system valve actuation is taken from a fractional rotary movement of the bevel gear assembly which transmits movement between the upper and lower portions of a divided steering shaft. A piston integral with each valve will cause a reaction force to be transmitted to the steering wheel which will demand a rim effort appropriate to the air pressure used. This effort is additional to that required to overcome any valve pre-loading. The rotary movement of the bevel gear assembly is mechanically limited and manual steering is possible with the loss of this fractional movement only, if compressed air is not available.

Hydraulic Systems

Two hydraulic systems using fluid drawn from a high-pressure accumulator were next dealt with. In the Lockheed-Daimler steering column a double-acting ram with differential areas in the ratio of 2 to 1 is constantly pressurized to full accumulator pressure on its smaller area. The larger area is normally supplied with fluid at exactly half accumulator pressure by means of a reducing valve, so creating a force balance. The steering nut tends to turn when the steering shaft is rotated manually and this movement is resisted by a pivoted arm engaging a toothed sector on the periphery of the nut, the resistance to movement of the lever being provided by the reducing valve assembly. The force applied to the valve disturbs the balance which normally gives a fluid supply to the major area of the ram at a pressure equivalent to 50 per cent accumulator pressure. Ram effort towards movement is created according to the direction of steering wheel rotation which causes either an increase or a decrease in the fluid pressure fed to the major area. This ram effort directly augments the manual effort.

In the Bendix system used on New York buses the composite power and control unit is also axle mounted and incorporates the steering reduction gear. Manual effort is transmitted from the steering wheel through an angle joint, a bevel box, a shaft with universal joints and a final bevel box. Valve actuation is obtained from the worm shaft.

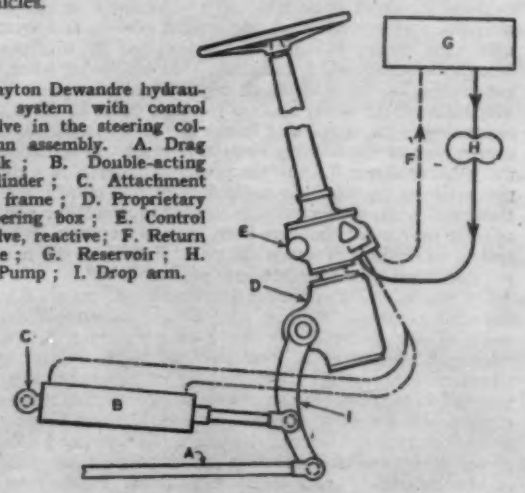
Constant flow hydraulic assistance systems without an accumulator were then dealt with. The Bendix concentric unit is similar to that used in the bus installation, the power unit being concentric with the column and a direct end drive taking the place of the bevel gear drive. The Saginaw system uses a Bendix power cylinder end control valve assembly, the valve being actuated by an axial movement of the steering shaft. Opposed plungers are spring-loaded against abutments to locate the valve spool in the neutral position. The spring loading must be overcome by manual effort in order to introduce power assistance. The plungers are also subjected to the fluid pressure generated during a steering movement so as to increase the "feel" of the steering control.

A Clayton Dewandre hydraulic installation has a valve built into the steering column with a separate double-acting cylinder. This is a simple constant-flow circuit. The valve is the hydraulic equivalent of that used in the Clayton Dewandre compressed air installation, and the diagrammatic layout shows how traverse of the valve tappet, e.g., to the left, results in sequential closure of the return from the right-hand valve cavity and restriction of the supply to the left-hand valve cavity, with pressurization of the system back to the pump to give feed of pressurized fluid to the right-hand end of the double-acting cylinder.

Manual Limits

The following conclusions were reached. Experience in both America and Great Britain indicates that exceptionally long service life can be expected. Published American opinion has ranged between values of 2-3 lb (female) and 7-8 lb (male) as a minimum effort to give "feel"; in other words steering should be wholly manual below these figures. Efforts suggested for attainment of full assistance are 15-20 lb (female) and 30 lb maximum (male). Opinion in this country is against a very light steering effort. Criticism has been made that in such circumstances there is a marked tendency to oversteer, but these judgments may have been formed after a brief initial test, and might have been modified after continued experience.

Widely differing views have been expressed regarding lost motion at the steering wheel rim. They range from the highly experienced opinion that idle movement in not acceptable for fast car work to the equally experienced opinion in another sphere that this movement is not very critical. In America, rim movements of 2in each side of neutral for heavy vehicles and half an inch each side of neutral for cars have been suggested. Published American opinion has suggested a period for passing from lock to lock of 10 sec (maximum) for heavy vehicles and 4-5 sec for cars, but opinion in this country favours a faster steering for heavy vehicles.



Clayton Dewandre hydraulic system with control valve in the steering column assembly. A. Drag link ; B. Double-acting cylinder ; C. Attachment to frame ; D. Proprietary steering box ; E. Control valve, reactive; F. Return line ; G. Reservoir ; H. Pump ; I. Drop arm.

From the side the Panhard has a very pleasing appearance. Flowing lines are designed to cheat the wind and the glass area is large, particularly at the rear, where the window curves forward and provides very good visibility. Flashing direction indicators, which can also be used as parking lights, are built into the sides of the body to the front and rear of the doors. Polished strips are placed at the waist-line, around the edges of the side windows, on the bonnet, and on the sides of the luggage locker. A combined tail and reversing light is placed above the rear number plate, and red reflectors are fitted to the lower corners of the locker lid. The five-stud fixing for the wheels can be seen.

The Autocar ROAD TESTS

No. 1522: DYNA PANHARD 54

ALTHOUGH it is now several years since the Dyna Panhard 120 saloon was road-tested by *The Autocar*, the results obtained regarding performance in all its many phases—particularly fuel consumption—were outstandingly good. The car, powered by an engine of just under three-quarters of a litre, returned a maximum speed of 71 m.p.h. Thus the opportunity to carry out a test on the latest car produced by the well-established firm of Panhard and Levassor was eagerly awaited.

Compared with the previous model, the general appearance has been completely changed. A spacious, full-width streamlined body creates the impression that the car is at least in the 1½-litre class, yet it is powered by an engine of only 850 c.c. However, it should not be thought that the combination of a large, roomy body and a small engine has resulted in a car that is convenient for the family but leaves something to be desired as regards performance—nothing could be farther from the truth. Under test conditions the Panhard returned a mean maximum speed of some 75 m.p.h. together with an overall fuel consumption of 34 m.p.g.

This fine performance has been achieved by adopting a very practical approach to vehicle design. To enable the car to move through the air without requiring an unnecessarily large amount of power, it must have a good streamlined shape, but this is only half the problem, for it is necessary to keep the weight down to an absolute minimum; it is the combination of these two features that has produced the present model. Mechanically, the Dyna 54 is in many ways similar to the previous model. It has front-wheel drive, a horizontally opposed air-cooled twin-cylinder engine, and a four-speed gear box, top gear being an overdrive.

The Panhard combines many of the fundamentals desired by a large section of the motoring public—passenger space, performance and low petrol consumption—but no vehicle manufacturer can produce something for nothing, and on the opposite side of the balance sheet must be recorded the fact that the noise level is higher than one would normally expect to find on a car with a similar-sized body. In the interests of weight reduction it is not possible to provide the amount of insulation that might

Air to cool the finned twin cylinders passes through the intake duct just above the front bumper. A centrally mounted fog lamp is attached to the structure of the car, and the main head lamps are flush in the bonnet.

The interior is free from frills and is trimmed in plastic material. The lever on the left-hand side of the car adjusts the single bench seat, which has a raised portion on the leading edge of the cushion to give increased support.

steering column lever projecting from the casing round the steering column; the lever was on the right on the left-hand drive model used for the test. Synchromesh is provided on top, third and second, but on the car tested—which was an early production model and had covered a considerable mileage—the synchronizing mechanism could easily be beaten even by quite leisurely changes. There was a certain amount of roughness in the change mechanism, although it was sufficiently robust and well able to cope with fast gear changing.

The combination of upper and lower transverse leaf springs at the front and a one-piece axle supported by torsion bars at the rear provides the car with a suspension that produces a level and pitch-free ride under all normal road conditions. The suspension is soft enough to deal with bumpy surfaces, but sufficiently hard and well damped to give the car a taut feeling. There is a negligible amount of roll on corners even if they are taken quite quickly. Directional stability is good and there is a noticeable amount of understeer. With a front-drive car it is often difficult to provide a compact turning circle owing to the layout of the transmission line; on the Dyna the radius is perhaps slightly larger than on some cars of comparable size but, even so, it is sufficiently compact to enable the car to be readily manœuvred even in confined spaces.

There are 2½ turns from lock to lock and the steering is precise. The fact that the driven wheels are being steered introduces a certain amount of resistance to the driver, but this is not excessive and does not produce any noticeable fatigue on long journeys. No vibration is transmitted back through the steering wheel to the driver's hands and there is no very marked change in the handling characteristics of the vehicle, no matter whether it is cornering with the engine driving or on the over-run. This combination of suspension and steering results in a car that feels particularly safe on both fast main road stretches with open bends and secondary roads with corners which follow in quick succession.

ROAD TEST . . . . . continued

be used if the car had a larger engine. Further, the use of two air-cooled cylinders may intensify the noise problem. The air temperature was very low when this test was performed, as can be seen from the data, and in these conditions the engine performed particularly well, proving that the air-cooled unit did not suffer from over-cooling, either as regards fuel consumption or general running. There is no thermostatic device on the air-cooled unit to help maintain the desired operating temperature.

Apart from some vibration in the lower speed range when it was pulling hard, the engine had a satisfactory degree of smoothness, but the Panhard is the type of car that requires intelligent use of the gears if best performance is to be obtained. The various gear ratios are selected by a

The Panhard has a flat floor and there is plenty of room under the front seat for the passengers' feet. Small pockets are attached to all the doors.

In spite of the need for weight saving, large-diameter brake drums are used. The brake layout consists of hydraulically operated leading and trailing shoes for both front and rear wheels, the desired differential between front and rear braking being obtained by using smaller drums at the rear. Under test conditions the brakes were efficient at a quite moderate pedal pressure, and there was no tendency for them to grab in normal check braking. No fade was noticed even under continuous and repeated application, though a certain amount of smell came from the hot linings. This was not noticed under normal driving conditions.

Noise Level

Some wind noise was evident even when all the windows were closed, but very little transmission noise was noticeable and the suspension did not transmit road noise back to the body even over rough surfaces.

The proportions of the engine, together with the desire to obtain a good body shape, have resulted in the curved windscreen being well forward; it is a considerable distance from the driver's face. The relation between steering wheel and pedals is good and the driving position comfortable. There is ample space on the toe-board for the pedals, which are well placed and very comfortable to operate. Clutch and brake pedal pads are unusually large, and an organ throttle pedal is used. Heel and toe gear changing is possible.

There is a distinct "step down" over the door sill to the flat floor, and although the overall height is low, the seat is quite high off the floor, a feature which permits a good driving position for all builds of driver with only a small amount of fore-and-aft adjustment.

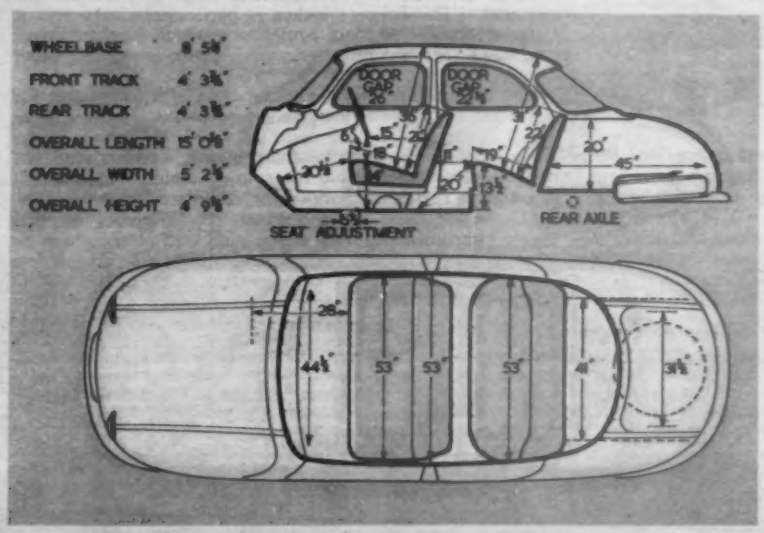
The Panhard has a large glass area and as a result there is good visibility. The screen is sufficiently curved to pre-

vent an excessive obstruction being formed by the side pillars, but although there is a particularly large rear window, the position of the rear view mirror on the car tested does not provide adequate rearward visibility or range; this drawback is being reduced on future models.

The driver is provided with three instruments: a speedometer with trip and total distance recorder, a fuel gauge and an ammeter (no oil-pressure indicator is provided). These are placed in front of the steering wheel and built into the cover which surrounds the column. They are provided with cowls but there is a certain amount of reflection in the windscreen at night. The minor controls are divided into two groups; the switches are placed on the casing between the steering wheel and the speedometer, and the remainder of the controls are in the lower casing below the steering wheel. It is necessary for the driver to put his hand through the steering wheel to operate the upper set of switches, or round behind the wheel to work the lower controls, which include the ignition master switch and a screen wash, as well as ignition, starter and choke. A cable-operated starter switch is used, and on the car tested this control was rather stiff and required a considerable amount of movement to operate the switch.

The five switches above the steering column control a reversing light, panel light, fog light, and also parking lights, arranged so that either or both sides of the car can be illuminated. A multi-position switch projecting from the left-hand side of the column controls the horns, lamps and direction indicators. If it is pushed in towards the steering column it operates a soft horn, while a further push brings the loud horn into operation. Rotating the lever a quarter of a turn clockwise switches on the side lamps, another quarter turn brings on the head lamps. The lever can then be moved up and down to operate the main and dipped

DYNA PANHARD 54



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.7 to 1	6.15 to 1	9.2 to 1	16.3 to 1
10—30	18.7	13.6	8.1	—
20—40	18.7	12.1	8.3	—
30—50	19.6	12.6	—	—
40—60	23.9	16.7	—	—

From rest through gears to:

M.P.H.	sec
30	6.2
50	16.7
60	26.1

Standing quarter mile, 23.2 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	75	120.7
	(best)	75.5	121.5
3rd		50—62	80—100
2nd		32—44	51—71
1st		14—22	23—35

TRACTIVE RESISTANCE: 25 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	134	1 in 16.7
Third	198	1 in 11.3
Second	295	1 in 7.5

BRAKES:

Efficiency	Pedal Pressure (lb)
52 per cent	30
90 per cent	50
97 per cent	70

FUEL CONSUMPTION:
34 m.p.g. overall for 126 miles. (8.3 litres per 100 km.)
Approximate normal range 32–38 m.p.g. (8.8–7.4 litres per 100 km.)
Fuel, French first grade.

WEATHER: Fine, dry surface, wind negligible.
Air temperature 26 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of August 28, 1953.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	81.75
True speed	6	15.5	25	35	44.5	54.5	64	74	75.5

DATA

PRICE (basic), with de luxe special body, 760,000Fr. = £775 10s at 980Fr = £1.
Extras: Heater fitted as standard.

ENGINE: Capacity: 850 c.c. (51.9 cu in).
Number of cylinders: 2.
Bore and stroke: 85 × 75 mm (3.346 × 2.953in).
Valve gear: overhead, pushrods and rockers.
Compression ratio: 7.2 to 1.
B.H.P.: 42 at 5,000 r.p.m. (B.H.P. per ton laden 45).
Torque: 47 lb ft at 3,500 r.p.m.
M.P.H. per 1,000 r.p.m. on overdrive top gear, 15.05.

WEIGHT: (with 5 gals fuel), 14 cwt (1,573 lb).
Weight distribution (per cent): F, 61; R, 39.
Laden as tested: 17¾ cwt (1,987 lb).
Lb per c.c. (laden): 2.34.

BRAKES: Type: F, Leading and trailing; R, Leading and trailing.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 10.04in diameter; 1.38in wide. R, 9.06in diameter; 1.38in wide.
Lining area: F, 53.3 sq in; R, 40.3 sq in (116 sq in per ton laden).

TYRES: 145 — 400 mm.
Pressures (lb per sq in): F, 17; R, 18.5 (normal).

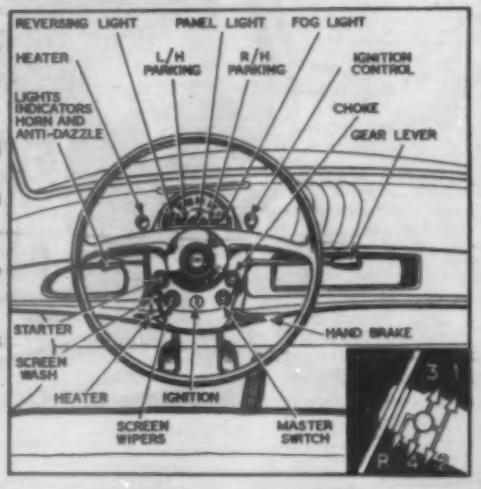
TANK CAPACITY: 8¾ Imperial gallons.
Oil sump, 4 pints.
Cooling system, air cooled.

TURNING CIRCLE: 32ft 10in (L and R).
Steering wheel turns (lock to lock): 2¼.

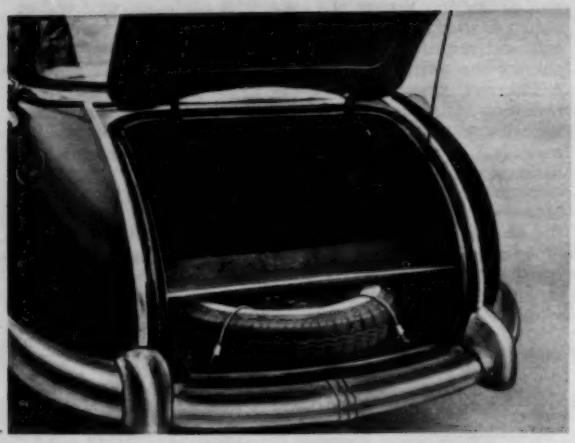
DIMENSIONS: Wheelbase: 8ft 5⅛in.
Track: F, 4ft 3⅝in; R, 4ft 3⅝in.
Length (overall): 15ft 0⅛in.
Height: 4ft 9⅝in.
Width: 5ft 2⅛in.
Ground clearance: 7⅜in.
Frontal area: 19.5 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 40 ampère-hour battery.
Head lights: Double dip; 36–36-watt bulbs.

SUSPENSION: Front, Independent, upper and lower transverse leaf springs. Rear, Beam axle, torsion bars.



ROAD TEST . . . . continued



A generous locker has a separate lower compartment to house the spare wheel and tools. A strut holds the lid open.

beams. If it is moved *round* the column it operates the directions indicators; these are of the flashing type and the driver is aware of their operation by a clicking sound which comes from inside the casing. The electrically operated windscreen wipers are self-parking, and cover a large area of the screen; they would be even better if the wiper blades were a little higher up, and were arranged to overlap so that the central portion of the screen was cleared.

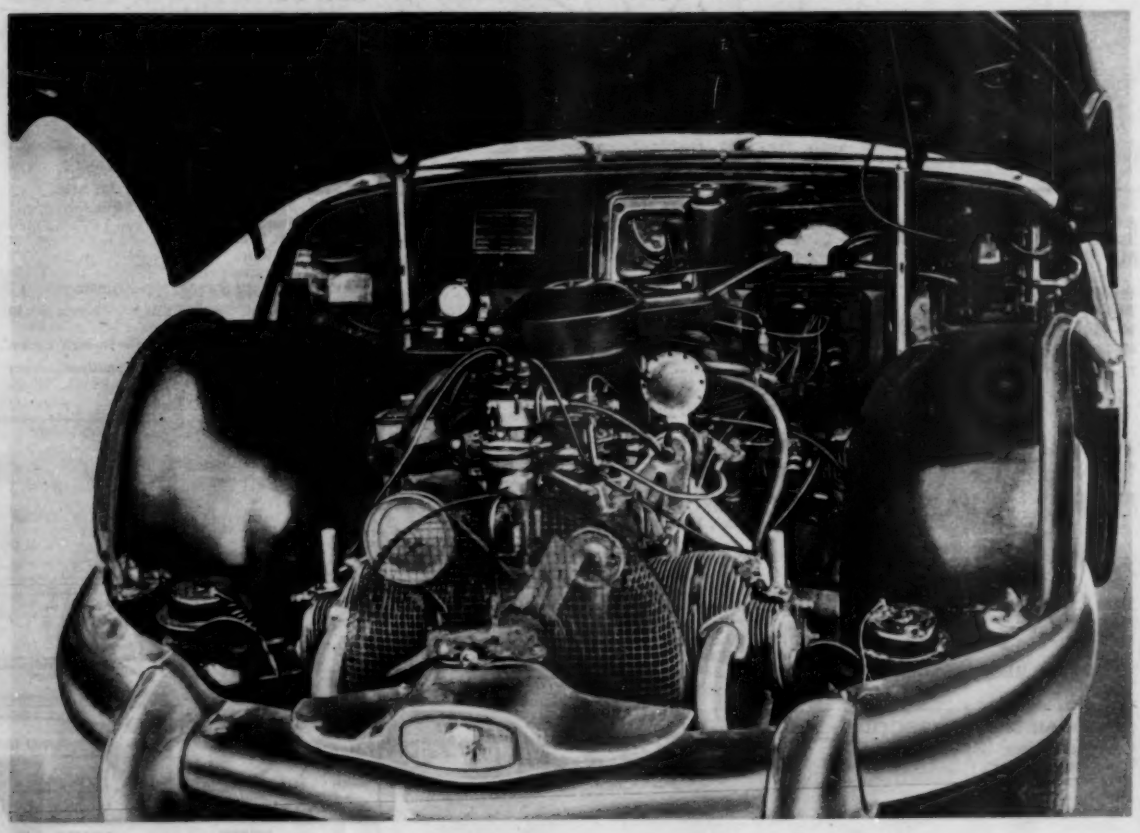
There is a satisfactory degree of passenger space in both front and rear compartments, although the head-room in the rear is somewhat limited for a tall passenger. The doors provide easy access to both compartments, although the arrangement of the seat makes it a little difficult to get out of the back of the car, yet the seat itself is very comfortable. The large glass area provides an exceptionally good all-round view for the rear-seat passengers.

As the car is air-cooled, a special type of heater is used. This consists of a cylindrical unit mounted in front of the bulkhead. It is supplied with fuel from the main tank and contains a circulating fan which is controlled by a thermostatically operated switch. During the bitterly cold weather at the time of the test the heater provided a noticeable amount of warmth for town driving and low-speed cruising, but not sufficient when the car was driven fast.

No ashtrays were provided on the car submitted for test; there are two interior lights on each side of the roof and a mirror on the back of the passenger's sun vizor. There is a parcel tray below the facia partially enclosed at the front to form three lockers, and a large tray behind the rear seat. The luggage locker is particularly large and is a useful shape free from projections which might damage suitcases. It is also provided with a gutter to prevent water entering if it is opened in the wet.

The double-dip head lamps have an adequate range for fast night driving and provide a very useful spread of light which illuminates the full width of a wide road when in the dipped position. The flat-twin engine, in unit with the transmission, is accessible for routine maintenance, and it is a simple matter to remove the complete front assembly, which is mounted on a tubular cross-member so that engine, transmission, front suspension and steering can be wheeled away as a unit for major servicing. Twenty grease nipples require attention at intervals of 3,000 miles, and no starting handle is fitted.

This detailed photograph shows the original underbonnet layout and engine of the Dyna 54. The bonnet, which comprises the front section of the body panels, is hinged to the scuttle. This arrangement provides very good accessibility to the engine for routine maintenance. The ignition distributor is placed high up towards the front of the engine and in front of the down-draught carburettor. The battery is in front of the scuttle towards the right-hand side of the engine compartment (viewed from the driving seat) and behind the air cleaner. A wire guard encloses the fan.



SPORTS CARS AND FLOWERS AT NEW YORK'S GLITTERING SHOW

Glittering and desirable, the cars of seven nations on show in New York's Park Avenue. Below: One of the Gordon Crosby paintings which, loaned by *The Autocar*, are part of the Show's decorations.

MILLION DOLLAR SHOW

White cellulose, white leather and with all bright parts gold plated this XK120 Jaguar stands on red velvet and is surrounded by flowers.

THE usual prophets of gloom, who had been bemoaning in recent months that American interest in sports cars and thoroughbred automotive machinery was on the wane, must have suffered a shock at the opening of the Third Annual International Motor Sports Show held in New York on February 6 in the Seventh Regimental Armoury on Park Avenue. Some 20,000 people paid to view what was the finest exhibition yet sponsored by Herb Shriner—the famous American comedian who is also a lover of fine cars—and when the final ticket had been sold for the evening, it was found that attendance had risen by 30 per cent over last year's record.

Vast buildings with Himalayan ceilings which are the usual scene of car shows present the organizers with awkward optical problems if an effect of intimacy is to be achieved, but designer Albrecht Goertz did a masterly job of "bringing down" the Armoury's roof by a white overhead strip 22ft wide and thousands of yards of blue curtain material. The general effect was further enhanced by hedges of laurel leaves and azaleas (which kept spectators from getting too close to some of the exhibits) and by great bowers of daffodils, tulips, roses and gladioli which helped set off the cars representing seven nations.

Star of this million-dollar show, which, incidentally, was televised on most of the national networks, proved to be the fabulous production version of the 300 SL Mercedes coupé, a masterpiece in silver grey with tartan upholstery mounted on a slowly revolving turntable (see page 209, February 12). Basking in its aura, and in every sense a fitting companion, was the new 190 SL 2-litre convertible roadster in the same colour with dark maroon leather. Priced at under $4,000, this machine has a big American future with enthusiasts.

Most versatile exhibitor of the show was J. S. Inskip, whose stand packed no fewer than 18 models representing five different makes, including three Bentleys and three Rolls-Royces with a variety of elegant coachwork by Park Ward and Hooper. The choice ran from a sumptuous Silver Wraith Rolls-Royce Hooper limousine in black and grey (the most expensive touring car in the show) down to a diminutive Morris Minor saloon. In between, the metallic green of the new M.G. Magnette, metallic blue of the Riley Pathfinder and light grey of the TF M.G. with chromium wire wheels made pleasant contrast.

Hoffman's Jaguar stand featured an off-white modified XK120 with white leather upholstery and gold-plated bright fittings—a Maharajah's dream—on a red plush turntable, flanked by a red convertible; a blue coupé XK120; a black Mark VII saloon and an electric blue XK120M coupé. Elsewhere, the Hoffman Porsche stand presented two American models—a maroon coupé and a blue convertible—together with a Super convertible; but as yet there was no sign of the new 550 overhead camshaft model.

Austin of England had six cars on display, with a handsome red Austin-Healey as centrepiece; two A.40 saloons in black and buff, the former being a de luxe version; a blue A.40 convertible; an A.30 saloon in red and a very purposeful Austin-Healey chassis.

Seven cars exhibited by Vaughan Motors included a grey Alfa Romeo 1900 saloon, two SMX Singer 1500 sports in red and green, a blue Morgan Plus Four, a Daimler Conquest saloon

NEW YORK'S SPORTS CAR SHOW . . . . . continued

Right : Argentina's first car, the Justicialista, has a plastic body and is powered by a four-cylinder, 1½-litre, horizontally opposed air-cooled engine.

in metallic grey and the intriguing new Marathon Corsaire with green Fibreglass body; the most interesting was the VSS prototype sports coupé. The letters indicate "Vaughan Super Sports" and the car (which is equipped with a low and sleek grey body by Ghia) is said to be powered by a 1½-litre, V-eight, overhead-camshaft engine of entirely American manufacture.

Another highly interesting newcomer which attracted much attention was the low-slung Justicialista plastic-bodied coupé done in red and cream, the first automobile to be built in Argentina. Powered by a four-cylinder, 1½-litre, horizontally opposed, air-cooled engine which develops 55 b.h.p. at 4,400 r.p.m., the Justicialista is claimed capable of 100 m.p.h. and features front-wheel drive. Price (f.o.b. Buenos Aires) is $2,500, which means around $3,000 delivered in the U.S. Overall weight is only 1,500 lb.

American Entrants

The yearly increasing number of American exhibits at the Herb Shriner show was bolstered by several new arrivals. In addition to the Kaiser-Darrin 161 with white Fibreglass body, and the Chevrolet Corvette (both with open coachwork) the products of Hudson, Packard and the new Multiplex were in evidence. The beautiful Hudson Italia prototype sports car with body by Touring, and the 212 b.h.p. Packard Panther silver grey plastic roadster of immense length (18ft) on the 122in wheelbase Clipper chassis, did not, perhaps, come quite so close to the enthusiast's reach as the Pennsylvania-built Multiplex 186 sports car. Featuring a tubular truss-type chassis, a choice of four- or six-cylinder Willys F-head engine with Borg Warner transmission, and Fibre-glass coachwork, this newcomer weighs only 1,700 lb and will exceed 130 m.p.h., reaching 60 in under 11 sec. There was also the intriguing miniature, single-cylinder, rear-engined King Midget built in Athens, Ohio, and obtainable in kit form at around $600.

The Standard-Triumph exhibits offered a black Triumph TR2 Roadster as the focal point; a similar example in white; a chassis of that model; a Standard Vanguard saloon in grey and a little green Cadet saloon. Fergus Motors also were showing an Armstrong Siddeley Sapphire saloon in duo-grey and an Alvis TC 21-100 saloon of two-tone blue. British-built Fords, which have steadily been gaining popularity in the U.S., were well represented by the new Prefect saloon in grey; a blue Consul covertible and a light grey six-cylinder Zephyr saloon.

S. H. Arnolt of Chicago, famous for a lot of new ideas in the sports car field, had one of the most interesting stands of the entire show. Highlight was a truly aerodynamic body by Bertone on the Alfa Romeo Sprint chassis with 1900C engine. Known as the BAT 5, this experimental machine has previously been described in *The Autocar*. Other Arnolt exhibits included a maroon DB 2-4 Aston Martin coupé with the new 3-litre engine and a buff-coloured Arnolt-M.G. sports saloon. The four-cylinder, 500 c.c. double-over-head-cam J.A.P. engine putting forth 65 b.h.p. at 7,000 r.p.m. drew numerous "Ah's!" from lovers of fine machinery.

As usual, the Rootes Group did itself proud, with something of appeal to almost every motorist. Hillman Minxes numbered a duo-green California hardtop, grey estate car and blue convertible; Sunbeam-Talbot showed a 90 convertible in grey and a dashing red Alpine sports. The new Rover 90 was brightened by buff coachwork.

Renault, besides its conventional little rear-engined 750 c.c. saloon in red, and an elegant grey Frégate saloon, really adopted Fibreglass. Included were a blue sports coupé which I frankly mistook for a Moretti at first glance, and a streamlined, lightweight red roadster. Simca had two Aronde sedans in black and grey respectively, and a grey Nine sports coupé of pleasing lines, while the compact aluminium-bodied Dyna Panhard dark green six-seater saloon scaled the unbelievably low weight of 1,400 lb, causing many viewers to look again. Other interesting exhibits included an elegant silver Fiat V-eight coupé and an Abarth with Cyclops eye head light; but I have saved to the last mention of those superb Italian machines, the Ferrari, Osca, Maserati, Bandini, Siata and Lancia.

The Ferrari exhibits by Luigi Chinetti numbered a formula I Grand Prix 4.5-litre machine in red; a Europe 3-litre model in bronze and maroon; a 2.7-litre coupé, and a red 4.5-litre, 180 m.p.h. Mexico. E. Fronteras displayed; a pretty white and blue 1452 Osca; Tony Pompeo presented the new A6GCS 2-litre Maserati Mille Miglia; a red Crosley-powered miniature Bandini; a metallescent light blue Siata with 1,100 c.c. Fiat engine and, to the delight of racing enthusiasts, the impressive 3.3-litre red Lancia with which Fangio won the 1953 Mexican road event. In the Momo Corporation booth, next door, a blue Austin-Healey was on view, together with a variety of "kit" tuning components.

JOHN BENTLEY.

Left : The 750 c.c. rear-engined Renault, with Fibreglass body, will exceed 80 m.p.h. in standard form. Right : With a 1½-litre V-eight o.h.c. engine the Ghia-bodied Vaughan Super Sports shows something of the Alfa Romeo influence.

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CROSS-COUNTRY

From the East Midlands to Wales in an Abbott-bodied Bentley

THERE was no doubt about it, the company and the car were excellent, but the route could have been better and, as for the weather, it was horrible.

The high speed touring saloon has an air of its own, which makes one conjure up visions of long straight roads and sunshine, especially the latter. But at the rendezvous, a small Thames-side town, the morning was grey and dull, the brightest thing in sight being the Bentley with its two-door semi-streamlined body. Transferring some gear and luggage from an aged Riley to the Bentley's capacious locker took but a few minutes and a start was made, running in convoy with a 1½-litre Riley, which was to be our companion for the first part of the journey.

Although one endeavours to drive in a reasonable fashion whenever on the road, a car of the Bentley's calibre tends to make one think that any mistake will be noticed not only by the passengers but also by the car itself and this gave rise to the fantastic thought that if every car on the road was a Bentley, perhaps there would be no bad driving or first waving. But that would be no good because, without competition, they would not be appreciated and the standard of driving would not last; such is human nature.

The separate front seats of this Abbott Bentley have folding armrests but it was found that the driver was happier without them. The seat and backrest are very good, support being given where it is required. The steering wheel is in an ideal position, the column being approximately 1½in lower than the standard position.

Threading one's way through the morning traffic of High Wycombe, with its winding congested streets, aroused no more complications than if one had been in a much smaller car. Vision from the driving position is excellent, aided by the low bonnet line which is achieved by using the Continental type radiator, this being 3½in lower than the standard Bentley radiator.

Because of its situation between two lines of hills, High Wycombe has a restricted area which must rank amongst the longest in the country for a town of its size, and it was with some relief that we turned off on to the Princes Risborough road under the shadow of the domed church on the hill. Making allowance for the Riley, which was keeping station a few lengths astern, the small convoy gradually left the Chiltern Hills behind, through Stoke Mandeville, with its model piggery, Aylesbury and out towards Leighton Buzzard and the brickfields of Bedfordshire.

Every man, and woman, too, for that matter, to his own choice, but there is no doubt that the synchromesh gear box with its right-hand lever is a delightful type of transmission for this kind of car. It may not be necessary to double-declutch, but old habits die hard and there can be no more pleasant manually operated gear box in existence than the one fitted to the Bentley.

High Top

Aided by the unladen weight of the car, which the coachbuilders, Abbott of Farnham, claim to be approximately 36 cwt, the Bentley has a 3.4 to 1 rear axle ratio and one object of the journey was to get some idea of what the petrol consumption would be on a journey such as an owner might make during a tour. The higher gear had no apparent effect in the lower speed range; one merely changed gear for the sheer joy of doing so, in silence and, what was more, when the driver so desired. Third gear was a joy—the bonnet seemed to rise slightly and one was launched into space until the next bend appeared or a thought was spared for the gallant Riley behind.

Into Bedford, with its cheerful looking shops and waxen ladies looking down on us from the big stores. The pilgrim's progress was slow compared with that of the modern magic carpet, and we wondered what John Bunyan would have thought of the Bentley. From Bedford we followed the rather winding and narrow A428 to the Great North Road and its usual week-day congestion. Maybe one of these days the motorists' money will be used to make the country's main trunk road a respectable highway. Its

The ruins of Laugharne Castle, which stand at the mouth of the River Taff, dwarf the Bentley. Only a few fishing boats put out from Laugharne these days.

had given some indication of future weather conditions and we were thankful for the excellent windscreen wipers; the washer was called into action frequently as we overhauled other traffic. One got the impression that the head lamps could have been more powerful, but no doubt they, too, had their coating of mud. Odd tricks the light and darkness play; on rounding a narrow bend, there appeared an apparition which to one occupant of the Bentley looked like a Tibetan yak, but turned out to be a local carrying a huge bale of straw.

Soon the lights in the Malverns appeared winking on the hillside, and we shot away up and over the hills, the steering and brakes doing all they were asked with no fuss or bother. At last to Ledbury and through the narrow gateway of the Feathers Hotel to switch off and go in search of dinner and bed.

Both were good and breakfast correspondingly so. Waiting outside the long, low saloon was mud spattered and looked as though it had been driven across Europe. Our

CROSS-COUNTRY . . . . . *continued*

present shortcomings, which are so appallingly apparent in too many places, seem to be even worse when the car being driven is worthy of a better road.

At lunch at Norman Cross the Bentley attracted one of its brethren, for a very nice drop-head coupé arrived, looking efficient with the head lowered and the sole occupant suitably clad for the day in a duffle coat. How many people who travel up and down A1 these days know that there was a prisoner of war camp near Norman Cross in the days of Napoleon and many of his soldiers must have spent their time watching the travellers and, maybe, highwaymen of the North Road? Perhaps they were better off there than their fellows on board the hulks in London River.

It was getting dark and a fine rain was falling as the Bentley, alone now, left the district and headed due west. The fresh air heating and demisting equipment as built into the Abbott body does its work extremely well and, aided by the screen washer, which was in action throughout the journey, the driver was able to make good progress under adverse conditions.

Night Lights

The route lay along minor roads to Oundle with its old stone-built houses looking rather fine in the light of the head lamps and then into an almost nightmare world around Corby, with huge steelworks either side of the road and cyclists seemingly all over the road. It must have been about the time the shifts were changed, as we appeared to be assailed from all sides by little winking lights; few of the cycles had rear lamps of any effect. But the big car is so controllable that the driver experiences no strain and we quickly left the men of steel behind. Perhaps part of the car had seen the light of day in the mills we had passed.

Down through the hunting country and to Rugby we went, then off our route for a mile of so. Not surprising for a stranger as there seemed to be a confusing mass of flashing beacons and too brilliant neon signs. The motorist has many difficulties to contend with these days and the traffic light backed by advertising signs is perhaps one of the worst.

From Rugby to Leamington, a town of childhood memories for one of us and a pleasant place in the high days of summer with its baskets of geraniums hanging from the central lamp-posts; but a different atmosphere prevailed this night and we left it behind for Warwick. Warwick is usually associated with the river and its castle, but some borough engineers might do worse than take a look at the street lighting, some of which is superb, especially that on the east side of the 15th century Lord Leycester Hospital.

Traffic conditions and the route gave the Bentley little chance to show its real performance, but the well-graded bends of Warwickshire with their red cat's eyes to help the traveller added to the comfort of our progress.

Stratford looked strangely deserted as we passed through heading for Evesham and the Malvern Hills. The radio

At Carmarthen the monument to Sir Thomas Picton, who was killed at the battle of Waterloo, rises from an island in the centre of A40.

suitcases were almost lost in the fabric-lined luggage locker, and after checking oil and water and washing the screen we took the Hereford road and followed A438 to Brecon. Here a most polite schoolboy directed us to Senny Bridge, after we had circled the town in search of a pillar box. At last we felt we were in Wales.

Senny Bridge, with its Royal Artillery practice camp and memories of gun towers having to be unditched, was left behind, and the Bentley continued westwards following the valley of the River Towy; Carmarthen was seen for the first time on the signboards. Hopes that the Via Julia would produce a stretch of road more suitable for the Bentley's performance were quickly dashed, as it is certainly not the typical Roman road, like the Fosse Way or Watling Street.

Outside Carmarthen we stopped for a photograph of the Picton memorial, which involved climbing up a stone wall, though why this was done is not very clear, as the needle-like monument is not a very inspiring sight. Beyond Carmarthen on A40 is St. Clears and here is the magic name of Pendine to be seen. It seemed appropriate somehow that a car such as this Bentley should be taken to Pendine where, in the years before the last war, so many attempts at the land speed record took place. Between St. Clears and Pendine the road passes through the little village of Laugharne, where two large white ducks waddled across the road and fishing boats lay hauled up on the sand of the tiny bay. Laugharne must have been a lively place in the days when the castle was occupied, but this was long ago and even the fishermen have

Wet roads and the mist-shrouded hillside suggest the conditions which prevailed during the journey. The Bentley pauses for a moment before starting towards home—on the other side of the road!

been driven away now.

For the first time during the journey the sun had appeared briefly as we approached Pendine, but it soon disappeared again and the thin drizzle continued. A gloomy enough approach to Pendine took one between rows of prefabricated houses on one side and the fenced-in M.o.S. establishment on the seaward side of the road. In Pendine itself, a huge notice warns the curious of the modern perils of the beach, with cautions of red flags flying and the dangers of picking up strange objects. When we arrived it looked a wild place, the red flag *was* flying and away up the beach a little group of figures and vehicles could be seen through the spray.

Local gossip told us how Parry Thomas started up "Babs" in the street and drove the great car down the narrow slipway on to the beach. "Babs" still lies under the sand of Pendine, where she was buried after that fateful day in March, 1927, and now strange devices are contrived near by which travel far quicker than Parry Thomas ever dreamed of. Even now Pendine echoes to the sound of a racing exhaust, as only recently 150 m.p.h. was achieved by a *confrère* motor cyclist, so in this way, perhaps, the memories of the record men who drove along these stretches of sand are kept alive.

By this time the heavens had opened and the two-speed windscreen wipers of the Bentley just managed to give the driver a view of the road as we headed back towards England. Into Carmarthen and on to the Swansea road there was evidence of major road works near Gorseinon on A48 but, as usual, very little activity. Keeping north of Swansea the Bentley went on through dark industrial country, the smell of the oil refinery with the cat cracker dominating the scene reminding us both of Suez. And then, vastly different, Neath Abbey, the ruins well preserved behind the railings. A delay in Port Talbot while traffic piled up either side of the level crossing, then a bell tinkled and we were moving again, past the fantastic steel mills of Margam, yellow brick in contrast to the hillside facing them, and so to the Bridgend By-pass where the 4½-litre engine could at last really help us on the way.

Cowbridge, with its clean-fronted shops, and then the television mast near Cardiff came into sight. Slowly we went through Newport and into open country again, a winding and hilly road on one piece of which two vehicles had met, but we were told to keep moving, which we gladly did after an offer of help.

The chromium and highly finished paintwork of the Bentley lighten the grey morning as the car waits to leave Ledbury.

Town on a Hill

Chepstow seemed to come quickly and we halted a few minutes to allow some big eight-wheelers to thread their way through the West Gate. Down the steep narrow main street the green light at the bridge gave us a clear run up the other side. It was dark again and we were being troubled by the interior light which, because of a faulty switch, kept flashing. Strangely enough it came on only when cornering. Yes, we *could* have removed the bulbs.

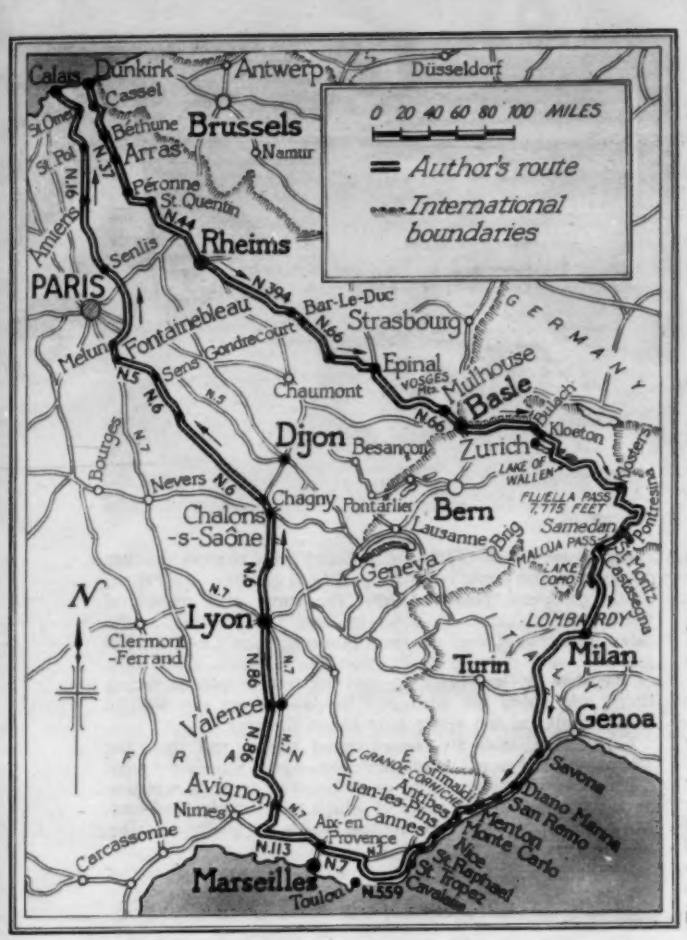
Then into Gloucester where we rejoined A40 and so to Cheltenham, which always seems an easy town to traverse. Under the railway bridge at Andoversford, and now the Bentley seemed to sense it was on its way home as we fled across the high road to drop down into Northleach and away towards Burford and Witney. The fine stretch of A40 approaching Oxford enabled it to give some indication of its performance and 95 m.p.h. came up on the speedometer with no fuss or effort, then we went on to Wheatley and met the usual traffic conditions one has come to expect along here. Aston Rowant hill fell behind and so we came to Stokenchurch and the Chilterns once more.

If you wanted a better car it would be difficult to find one. The Bentley is quiet, as fast as can be used in Great Britain, and all the comfort is there for high speed long-distance motoring. The body design is such that there is little or no wind noise and, with the axle ratio fitted, the 18-gallon fuel tank will allow over 300 miles to be covered before it runs dry. At one stage of the journey a few acceleration figures were taken, as below :—

Acceleration 50-70 m.p.h.		Acceleration through the gears	
		0-30 m.p.h.	4.4 sec
Top gear	8.8 sec	0-50 m.p.h.	10.0 sec
3rd gear	7.3 sec	0-70 m.p.h.	19.3 sec
		0-90 m.p.h.	35.9 sec

These figures were taken on a wet surface and wheelspin was evident. There may be limited occasions when the maximum can be used, but the chief value of the power available, combined with the general handling characteristics and visibility from the driving seat, is to make this Bentley one of the most pleasant and safest cars to drive.

H. C. F. H.



COULD the old eight, I wondered, tackle a third Continental tour of over two thousand mixed miles to north-eastern Switzerland, the Italian Ligurian Riviera, and Roman France? "Why not?" came the stoutly confident reply—providing a general mechanical check up figured among the rejuvenating preliminaries.

So off we went by the comfortable Dover-Dunkirk night ferry—though wondering, at an early hour next morning, whether those choosing a later disembarkation were not starting their holiday in a better way! However, the long day got us to Gondrecourt, a pleasant little town, our only sight-seeing having been Rheims cathedral. But here a warning regarding one section of this 262-mile run. From Les Petites Loges to Bar-le-Duc, a distance of about 50 miles, there is not one garage or petrol pump. Lack of fuel, or a breakdown, is something that must not happen on this deserted stretch of road!

Domrémy-la-Pucelle, birthplace of Jean d'Arc, was on the next day's route. The original, but restored, home of "The Maid" can be visited, while the little church has relics reminiscent of the girl of visions. The road then wound through green and tree-clad outposts of the Vosges. Impressions of Mulhouse were mainly of tramlines, noise, size, and much relief at leaving it. Formalities at the French-Swiss frontier were brief, and Basle, though an interesting old city, was not lingered in.

It was when we were approaching Stein-Sackingen that the ferocious knock from under the bonnet was first heard. Even my passenger noticed it. "Big end gone?" said she, brightly. I got out to look. The sump was quite dry. That was how I learnt one after-effect of decarbonization. Luckily I had a reserve supply of oil on board. The sweep of the Rhine at Stein-Sackingen is very beautiful, and to follow the river via Koblenz, though about 15 miles longer, is much more pleasant than the noisy, fast road to Zurich. Wanting to avoid the big Swiss city we turned off before Winterthur and made our way through the villages and small towns of Bulach, Kloeton, Optikon, Wallisellen, Dubendorf, Maur, Hinteregg, Egg, Esslinger, Oetevil, Maennedorf, Rapperswill and Pfaffikon. I grant that a small part of this road was little more than a cart track, but the views across to Greifen Lake below, and the complete solitude of this particular area, made the deviation—to us, at any rate—well worth while. After Nafels the road goes high above the lovely mountain-girt lake of Wallen.

From Klosters it was hard going; almost continuous second gear made we wonder how we were going to tackle Switzerland's fourth highest road pass, the Fluella (7,775 feet), but when it came I did what a Swiss friend said all owners of small cars should do: keep in bottom gear *all* the time, with reserve in hand for the worst gradients. That was how we did it, with only two stops for cooling. The winding road along the lovely Engadine valley to the spa of Scuol-Tarasp-Vulpera is marred by one thing—uncertain surface. At times it is excellent but it suddenly becomes what can only be described as bad. The extraordinary thing is that some of these good sections are miles from any village! I understand that within a year or so this part of the road will be greatly improved.

The next phase was due south, but we could not leave Switzerland without going close up to those glorious glaciers of the Berbina group, Morteratsch and Rosegg, so turned off at Samedan for Pontresina. Having worshipped the giants and once more on an excellent road, we passed the mountain-flanked Sils and Silvaplanna lakes, to the

TWO THOU

THROUGH THREE COUNTRIES

Typical of the houses of the Engadine valley, the inn at Scuol, dazzlingly white, basks in the sunshine.

Maloja Pass. This, from the north, is so easily approached that I could not believe we had fully reached the summit when we had! The beautiful Val d'Bregaglia, which follows, goes through chestnut groves and village streets of a hybrid Latin character. The air is softer, and Italy is felt even while still on Swiss territory. At Castasegna the customs formalities were soon completed though, it being lunch-time, we had to wait for the official who sold petrol tourist coupons!

Down to the Sea

After the placidly beautiful lakes Como and Lecco were behind, the next part of the journey took us over the scenically uninteresting Plain of Lombardy. Torrential rain set in just before we reached Milan in the early evening. By noon next day we had reached the soft hills of the Mediterranean hinterland, with the blue sea in the distance. From then on came the slow descent to the coast and Savona, from which we started along the Riviera road, with only short distances between various resorts or villages.

We stayed awhile at Diano Marina, a most pleasant place, though the colourful little town of Ceriale appealed rather more. Everywhere are masses of flowers, flowering shrubs and trees, lemon, fig and olive groves, and much else which spells hot suns for long periods. San Remo, too, we liked, both ancient and modern. But time and money were getting short, so we continued along the delightfully undulating coast road, through *Zones di Silenzias* which the Italians are the first to ignore, to the Italian-French customs at Grimaldi, where we sold back

One of the Berbina group of glaciers, the graceful Morteratsch, is within a short distance of the road and is near Pontresina.

The last lap to Calais is of the flat, humdrum, agricultural kind. In order to vary it a bit we turned off at St. Pol and took a cross country route to St. Omer. This led us through mining villages with no tourist accommodation and few garages. It is not a way for anyone in a hurry but has its points. It gives last glimpses of the real, native France.

SAND MIXED MILES

IN A MORRIS EIGHT

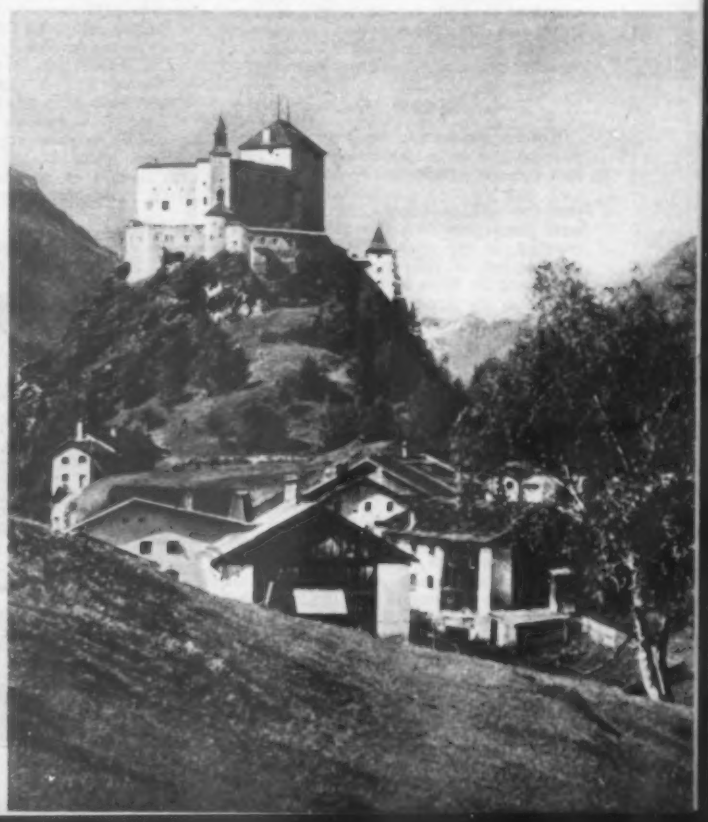
By LILIAN GRAY

(at a good rate of exchange) some unused petrol coupons. We took the highest road, the beautiful Grande Corniche, from Menton to Nice; on the lower route from Nice to Cannes we found traffic very heavy. Some well filled bathing beaches, lined with cars, came between Cannes and St. Raphael, but from St. Aygulf onwards the sands were much more quietly alluring. It is understandable, though, why all this coast is so popular, for the scenery is, at times, magnificent—from the Dolomitic background in miniature of the Esterel range to wonderful seascapes, especially from the sinuous road between Cavalaire and Le Lavandou, with its views across to the Isles d'Hyères.

Our route now was first through pleasant country, with noble *châteaux* here and there, but later by ugly cement works and drab villages. Nevertheless, by making for Tournon in order to avoid Lyons we had more glimpses of the Rhône river than we should have done from the main road. Joining N6 beyond Lyons we found it so dull (though fast) that we forked left once more and again thought our change to the good, with pretty villages and well stocked orchards. The road to Fontainebleau was almost empty on our side, but nose-to-tail with holiday traffic coming from Paris on the other. The Forest of Fontainebleau is delightful and one understands why French royalty liked the neighbourhood so much. The palace, being smaller, is more intimate than that of Versailles.

We were now back to the regions where stone setts in villages were not unusual, having left the Paris road at Melun. From there our road was narrow and not too well cambered—as I found when trying to pass obstructive lorries. We stayed the night in Senlis but, although a nice enough town, we shall avoid it in future. The hotel charged exactly double the previous year's listed charge. One does not forget such little items.

An unusual natural hillock gives Tharasp castle a fine view of the valley approaching the spa of Scuol-Tharasp-Vulpera.



Striking lines with a minimum of apparent effort; this coupé coachwork by Pinin Farina is on a 1900C chassis.

ALFA ROMEO PLANS

1900 CONTINUES: FORMULA I RESEARCH IN TWO DIRECTIONS

AT the beginning of a new year and with the approach of another racing season enthusiasts are apt to let their minds run round the great names of sporting motoring and to wonder what the firms concerned intend. Amongst those names must always be the Italian firm of Alfa Romeo, which was founded as long ago as 1906 and reorganized in 1945; at present the company operates under the benevolent supervision of the Italian government, exercised through a body known as Finmeccanica, of Rome, and no doubt receives a certain amount of assistance thereby, particularly as regards racing.

Three 1900 Models

Normal production concentrates these days on the quite moderately sized 1900 four-cylinder model (82.5 × 88mm, 1,884 c.c.) and there is no reason to believe that this will be superseded in the very near future; in fact, the 1900 has now reached, in the eyes of Alfa engineers, that period of full fruition when it is accounted by them as being as near perfection as the design can get. There are three types: the standard saloon, which is capable of a maximum speed of about 96 m.p.h., the version with twin-choke carburettor, capable of exceeding 100 m.p.h., and the T.I. saloon, which is even more fully equipped for speed (two twin-choke carburettors, special manifolds and braking) and has a maximum up to about 114 m.p.h. This model was described in *The Autocar* of January 29, and is the only recent new type.

In November, 1952, a Road Test was published of a speed version of the 1900, which had both the twin-choke carburettor and a special manifold, and this achieved a maximum of 105.5 m.p.h., showing that the Alfa claims are not exaggerated. The neat saloon, restrained in styling in the standard version, commands admiration, and those who saw the speed test in the Monte Carlo rally will recall the beautiful engine note of Locatelli's car as he went down into third at a very high speed for the Condamine hairpin, and the excellent drive of Georges Houel in a French-owned 1900.

The 6C 2½-litre, a six-cylinder with four body versions (touring, sport, *gran turismo*, and super sport) continues to feature in the company's list of products, but this model, first introduced in 2½-litre form in 1938, must be produced, if at all, in limited numbers, for the 1900 is now firmly in the forefront of Alfa activities.

The 1900 lends itself well to special bodywork and a number of striking designs have been produced. One or two of these are somewhat bizarre in appearance, but may be regarded as research designs. Any manufacturer whose cars are capable of speeds in excess of 90 m.p.h. must intensify his interest in bodywork, for aerodynamics become increasingly important as the speeds go up. Nor is it, as with record cars, say, a matter of merely working out a good aerodynamic shape from the point of view of frontal area; the production car maker must provide safety and stability with constant changes of direction and therefore ever-changing angles of impact of the airstream under the influence of the wind.

The racing programme for 1954 is still being worked out, again in close consultation with Finmeccanica, but a few things are certain. The 1900 will not take part officially in races, but the 3500 Disco Volante, the aptly named "flying saucer" model, may compete in the leading sports car events—Mille Miglia, Le Mans and the Mexican Carrera Panamericana. The Disco Volante has been illustrated several times in *The Autocar*, and was originally a 3-litre open two-seater of pronounced aerodynamic shape; it was then given the 2-litre engine, but the name has since passed to the 3½-litre saloon which appeared in races last year, and which was, in fact, second in the Mille Miglia but unsuccessful at Le Mans. This car has not, perhaps, been as successful as might have been expected, but Alfas are not the only firm who have found it a difficult matter to produce a first-time winner in the exacting field of contemporary sports car racing.

With formula 1, the new version of which applies to this year's Grand Prix racing, Alfa plans, like those of most manufacturers, are still in a formulatory stage, but the company is investigating both branches of the formula, which provides for 2½-litre unsupercharged and 750 c.c. supercharged versions; ultimately Alfa will no doubt decide to go ahead on one version only, and it is interesting to find that the Italian firm is prepared to consider the supercharged version. Most designers feel that there is an inherent disadvantage to supercharging such a small engine size that makes only the unblown formula worth tackling. As things look at present, the selected prototype may appear in the autumn.

The exchange of ideas between Italian and American stylists is apparent in this Boneschi convertible coachwork for a 1900C Alfa Romeo.

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Mayfield, in Sussex, one of England's beautiful villages, was once the centre of a flourishing iron industry. This view of the main street shows part of the sixteenth-century, half-timbered Middle House, now an hotel.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

DAZZLE

Personal List of Offenders

[65434.]—There have been several letters recently condemning the new double-dip head lamps, with which I thoroughly disagree.

The following observations are entirely personal, and I fully realize that other eyes may be different from mine. I have personally found, however:—

1. That double-dip head lamps allow me to proceed, on dip, with much greater safety than the old system, in which one's own wattage is halved on dip, just when one wants it most.

2. That, with the exception of heavy rain conditions on extra shiny roads, I have very rarely been dazzled by oncoming double-dippers.

3. That I am constantly inconvenienced by dip-and-switch cars, with badly adjusted lights.

4. That the worst dazzle of all is from spot and fog lamps, which cause dazzle from at least 80 per cent of cars met, and from buses with non-dipping left-hand lamps. Worst offenders of all are heavy lorries with lamps scraping the road, directed straight ahead.

5. That, since 1949, when I acquired my double-dippers, the number of people who flash at me on dip has steadily declined as they became more common, and more people realize that they are not necessarily dazzled because they see two lights.

6. That the average driver will put up with almost any amount of dazzle from a single lamp (such as an undipped motor cycle).

Dereham, Norfolk. ANTIDAZZLE.

Previous Pronouncements

[65435.]—I feel bound to protest against some of the sweeping statements made in a letter [65373] signed "Per Ardua." I disagree strongly with your correspondent's attitude towards single- and double-dipping head lamps.

"Per Ardua" mentions "contrivances which make night driving a nightmare." We all have to meet troublesome contrivances at times, but if he seriously finds night driving to be a nightmare he ought to have a check made upon his own lighting equipment, his technique for using it, and his eyesight. If relief cannot be obtained by attention to one or more of these points he ought to leave night driving, and the criticism of equipment associated with it, to people who find it less distressing.

"Per Ardua" claims that the solenoid operated dip-and-switch system is "today still the best system." If he had said "still the *worst* system" I would have agreed with him. Dazzle depends much less upon the number of lamps than upon the direction in which they are aimed. To switch from two lamps to one is, therefore, not necessarily an advantage; but if a single lamp is insisted upon then that lamp ought to be on the outside of the

CORRESPONDENCE . . . . . continued

vehicle. The reasons for this were clearly explained by the late Dr. F. W. Lanchester, F.R.S., in an article in *The Autocar* of May 5, 1933, and even "Per Ardua" himself seems to have an inkling of the fact that the left-side mounting of a single lamp is not ideal.

I do not think that one lamp has much advantage over two when glare is reflected off the road. The cure for the trouble is doubtless receiving all due consideration from road engineers and, meanwhile, when a really bad patch of glare is encountered, my impression is that two lamps are little worse than one. Fortunately not all types of surface reflect, even when wet, and it does not rain every night.

"Per Ardua" refers to double dippers as a "tragedy" and "menace." I, on the other hand, find them pleasant to drive with, easy to meet and pass, and not apt to annoy the great majority of oncoming drivers meeting me. My experience agrees exactly with that of Mr. Richard N. Carling [64872], who wrote: "On the majority of occasions one dipped head lamp has caused far more worry . . . than a pair of double dippers on full beam." It agrees also with that of The Scribe, who wrote: "I have been driving behind double dippers for some time now and it appears to me that the resistance to them is fast disappearing as their merits become better known." That comment appeared in "Disconnected Jottings" in the issue of December 7, 1951, and it suggests today that "Per Ardua" and others who make rude remarks about double dippers are a long way out of date.

If "Per Ardua" has lamps which throw their beams too high he has only himself to blame for not having them properly adjusted. He does not seem even to know that built-in head lamps *can* be adjusted! The main beam is intended to be directed half a degree below horizontal, with the car unloaded, and the dipped beam drops several degrees lower than the main. However heavily loaded the car may be it is difficult to imagine the *dipped* beam rising to "straight ahead," by which "horizontal" is presumably meant. If a dazzling reflection is obtained from a road sign six feet above road level, or from the windscreen of an oncoming car, there must be something wrong with the setting. Having neglected to have this corrected the owner is indeed "hoist with his own petard," but it is outrageous to blame the lamps without a thorough trial in their properly adjusted state. I hope no reader will be deterred by such nonsense from fitting the modern pre-focused double dippers.

Wargrave, Berkshire. F. E. FRYER.

An Inherent Fallacy

[65436.]—In reply to your leader (*The Autocar*, January 29) on the question of yellow light, I feel that I must point out that the recent Government statement contains an inherent fallacy.

Dazzle is caused by the exposure of a point of light to an eye in any particular stage of light adaptation or dark adaptation. Thus a glow-worm will dazzle a fully dark adapted eye, and the sun will dazzle a fully light adapted eye. In both conditions, therefore, any idea that the improvement claimed for yellow vision is because of a loss of intensity of the light is sheer balderdash; in fact, dazzle is a ratio.

I cannot understand why this simple fact of optics cannot be gained from any ordinary textbook on the subject. It appears that these statements are still inspired by instrumental measurements of light which have no relation whatsoever to human vision, or any other vision for that matter.

The inherent difficulty of this subject is the establishment of a standard eye by which to measure dazzle, but it will ultimately have to be approached and overcome.

T. SMALLHORN, M.R.C.S., L.R.C.P.

Sleaford, Lincolnshire.

RILEY REDWING

Recollections of a Special Version

[65437.]—Your T.O.S.C. No. 352, in the issue of February 5, brings back nostalgic memories of the Riley Redwing. As a member of the service department of Riley's in the middle 'thirties, I well remember seeing this car on one of its very rare visits to the works, and it is a great joy to me to know that it is still going so well.

In 1936 I was lucky enough to acquire a special version of the Redwing, which I believe was built by the works for short-distance races—in fact I remember seeing in *The Autocar* a photograph of it winning a race at Southport, driven by Mr. V. Walsgrove.

The chassis was drilled for its entire length, and the body had a larger, bulbous tail which hid the rear axle and gave it a lower rear view than that of the standard model; because of the narrowness of the car, the passenger seat was staggered about 18in; the tank was in the tail and pressure-fed by hand pump to a large Zenith carburettor. The bonnet was in three separate pieces, and its removal gave complete access to the engine.

When I bought it, the car had a standard Redwing engine, but I was lucky enough to get hold of the original engine, which had a raised compression, lightened rods and a special camshaft. The starter teeth had been turned right off the flywheel, leaving just a light shell, and no dynamo was fitted, so that "electrics" were reduced to the barest minimum; nevertheless, after flooding of the carburettor (through a special flap in the side of the bonnet) and a preliminary "suck-in," the engine invariably started on the first pull up of the handle.

On the road the car was a sheer joy to drive, in spite of a rather whippy frame; even in 1936 it could still hold its own with almost anything that came along, but like Mr. Ross' car, it had only rear wheel brakes. These were good, but as it weighed only just over 10 cwt and still had nigh-pressure tyres, once the back wheels locked, all one could do was to sit tight and take avoiding action as required!

I have an idea that the car may still be in existence, as there was a car answering its description which took part in a V.S.C.C. event about a year or so ago, and should this letter chance to catch the eye of its present owner, I should very much like to hear from him. ROBERT THWAITES.

Truro, Cornwall.

MONTE CARLO

Why was the Protest Rejected?

[65438.]—So the *affaire* Monte Carlo is rapidly becoming what S. C. H. Davis would call a bad case of "So you're another." I think it only fair to M. Houel to stress the fact that all we stay-at-homes, who listened to the excellent B.B.C. broadcasts, knew on the first night of the rally that his protest had been lodged before the start. What matters, surely, is why it was rejected and on what grounds.

Incidentally, as a Peugeot enthusiast since 1924, thank you for being the only journal to draw attention to P. David's remarkable run; it is not improbable that, but for his Gallic excess of *joie de vivre* on the Col des Lèques, there would not have been all this bother about the winner! E. KINGSCOTE.

Luton, Bedfordshire.

DUAL CARRIAGEWAY

30 m.p.h. Crown of the Road

[65439.]—Now that a little effort is being made to broaden some of the narrower by-passes and to divide them into dual-carriageway roads, I wonder whether a serious attempt can be made to persuade a minority of negligent motorists to keep strictly to the left when they are travelling at low speeds?

I do feel it is necessary to mention this, because it appears to me that the moment a road is divided into two carriageways, a number of motorists, often travelling at under 30 m.p.h., seem to think they have the absolute right to drive on any part of that road they wish, thereby restricting the carriageway to one line of traffic, and even causing exasperated people to try to pass them on the inside. DONALD MONRO.

London, W.C.2.

REAR ENGINES

Further Pros and Cons

[65440.]—In *The Autocar* of January 22 Charles Haywood gives his opinion of the rear-engined car. The greatest advantage of the design, he says, is the absence of the propeller-shaft, enabling the constructor to build a lighter car with the same seating capacity as the conventional design, and with lower overall height and centre of gravity. The lower weight and frontal area, plus the possibility of a good aerodynamic design, reduce the amount of power needed for propelling the car over the road and so increase gas mileage.

On the other hand, the greatest disadvantage is the resulting weight distribution, with nearly 60 per cent on the rear wheels and a definite tendency to oversteer which no tricks with different pressures in front and rear tyres will cure; the Volkswagen requires a pressure of 17 lb in front and 22-26 in the rear. This will be safe enough with the skilled and the careful driver, but when the inexperienced man takes the car a little too fast into a bend the rear end will break away and the car becomes a danger both to himself and to his fellow road users. The rear-engined Auto-Union racing cars were also said to be most difficult to handle.

A minor point is luggage space. The room between the front wheels, although large enough for an engine, is narrower than

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CORRESPONDENCE . . . . . continued

that between the rear, because the front wheel arches must allow the steering movements. So the engine compartment of the rear-engined car will be spacious and the front-situated luggage locker cramped. The stowage behind the rear seat is inconvenient and will either encroach upon passenger space or enlarge the overall dimensions of the car.

As a whole, the conventional design will be safer to drive for the average motorist, but perhaps a trifle more costly to produce; these conclusions are confirmed by the experiments undertaken by General Motors in the U.S.A. A Pontiac—if I remember aright—was fitted with a rear engine and driven for a couple of months to gather experience. As an ordinary chassis was used the rear compartment was rebuilt into an engine compartment and the ordinary rear wheels, with 6.00 by 16in tyres, were replaced by twin wheels of the same dimensions. Though a model prototype of a future rear-engined car was completed, incorporating a driving seat between the front wheels and behind that two seats, each for three passengers, the project was abandoned. One reason among others was that the driver had to sit alone and the Americans like crowding together in the driving seat. Another was that the ordinary American engine is too big for squeezing into the back of an average-sized car.

Finally, I have a couple of insignificant remarks to add to the very interesting article. First, Mr. Haywood says ". . . after the war, the short-lived Kendall . . . Since then there have been the Type 170H Mercedes-Benz . . ." That rear-engined Mercedes was manufactured in the middle 'thirties and is now out of production. And then: "Czechoslovakia produced the Tatraplan . . ." This car is still in production—see page 107 in the same issue of *The Autocar*. I did not see mention of the Isotta-Fraschini Monterosa among the post-war designs, but that distinguished six-seater saloon was perhaps a prototype only. G. BERG.

Malmslätt, Sweden.

"HIGH LOWLAND"

A Challenge?

[65441.]—The Scribe, in "High Lowland" (*The Autocar*, January 22), seems to have issued a challenge to get himself out of a corner. The following may help him and his lady enquirer.

In the early 'twenties, the Edinburgh and District Motor Club used to run two-day trials, ostensibly for motor cycles. Certain of the members entered cars, and these outings were of a very sporting nature, and most enjoyable if one did not mind pretty well wrecking a standard model. To follow motor cycles across country with a car as supplied to the public was quite hard work, because it entailed a great deal of pushing—at least, it did in those days. Bodesbeck Hill figured in one such trial which I entered with an Austin 7 h.p. standard tourer.

The hill starts at Capplegill Farm, roughly five miles north of Moffat on the right of A708. The track starts by dropping from the main road and through a water splash, after which the hill immediately rises and continues to the watershed between Bodesbeck Law and White Shank Hill—both over 2,000ft—finally dropping to the top of Ettrick Water. The track then joins the road down Ettrick and finally to Selkirk. My companion and I surmounted the hill by keeping the hand throttle in the full open position, the car in low gear, and by running alongside and pushing as we could. I do not think any car had a clean sheet unless it was a certain Major Johnstone with a Jowett, the low gear of which he admitted was 25 to 1. A very lovely spot of country, but to be walked over—without the gymnastics we endured with the appendage of a motor car!

I hope the above may be of interest. MURRAY BAXTER.

Edinburgh, 4.

[More information about Bodesbeck Hill will be found in "Disconnected Jottings" this week.—ED.]

SMALL CARS

Satisfactory Experiences with a Porsche

[65442.]—I was much interested in the article appearing in your January 8 issue entitled "Fast Travel and Small Cars," particularly in respect of its references to the Porsche. Just about a year ago I acquired second-hand a Porsche hard-top coupé of the model which is now called the Super. My car, however, does not have the synchromesh gear box.

After the first 500 miles or so, during which I was making the acquaintance of the gear box, I must say that I have had nothing but pleasure out of the car. I appreciate that it is not the type of car which in general would be recommended for my use, which is about 90 per cent commuting from surburban Brookline in what is for the most part heavy traffic. However, I have found that the advantages of this type of car, even for town driving, greatly outweigh the disadvantages. Excellent acceleration and braking, effortless cornering and the ability to see from the driving seat, not merely the front wings but actually the overriders on the bumper, make driving back and forth to work a pleasure rather than a chore. I think that many motorists who dread the daily grind of commuting would change their point of view altogether if they had a car which it was a delight and a challenge to drive.

It is for the above reasons that your article struck a very responsive chord in me. After all, any car which can change an hour a day from boredom and annoyance to pleasure has much to be said for it. If the British motor industry could produce a car just slightly bigger than the Porsche so that the back seat could be more useful, even if of slightly lower performance, I think that it would find a receptive market in this country. JOHN DANE, JNR.

Brookline, Massachusetts, U.S.A.

MUSEUM PIECE

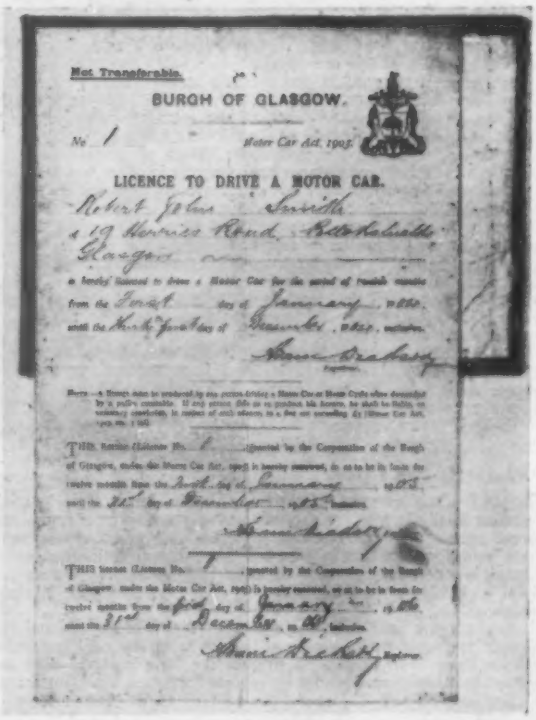
A First Driving Licence

[65443.]—I observe in *The Autocar* of January 15, page 91, a reproduction of a driving licence issued on January 1, 1904. I enclose for your information the original driving licence (No. 1) issued to the late Mr. R. J. Smith, the founder of the Royal Scottish Automobile Club and its first secretary.

Mr. Smith was also the owner of the car given the first registration number in Glasgow, i.e., G 1. A. K. STEVENSON,

Glasgow. Secretary,

Royal Scottish Automobile Club.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BURGH OF GLASGOW.

No. 1 Motor Car Act, 1903.

LICENCE TO DRIVE A MOTOR CAR.

Robert John Smith
19 Hamilton Road, Rutherglen
Glasgow

is hereby licensed to drive a Motor Car for the period of twelve months from the First day of January, 1904, until the Thirty-first day of December, 1904, inclusive.

Town Clerk.

Note.—A Motor cannot be produced by any person driving a Motor Car or Motor Cycle who demanded by a police constable. If any person fails or refuses to produce his licence, he shall be liable, on summary conviction, to a penalty not exceeding £5 (Motor Car Act, 1903, s. 1 (6)).

THIS licence (Licence No. 1) granted by the Corporation of the Burgh of Glasgow, under the Motor Car Act, 1903, is hereby renewed, so as to be in force for twelve months from the First day of January, 1905, until the 31st day of December, 1905, inclusive.

Town Clerk.

THIS licence (Licence No.) granted by the Corporation of the Burgh of Glasgow under the Motor Car Act, 1903, is hereby renewed, so as to be in force for twelve months from the first day of January, 1906, until the 31st day of December, 1906, inclusive.

Town Clerk.

The driving licence referred to by Mr. A. K. Stevenson.

HAND SIGNALS

More Consideration Required

[65444.]—I have followed the various letters on the subject of hand signals with great interest.

However, I cannot agree with Mr. G. Daniels [65356] when he says that a traffic indicator can mean only one thing. In a period of twenty minutes travelling in this town a few days ago I observed (as passenger) three cars with their right indicators out going past numerous turnings on their right, two cars with

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their left indicators out going past numerous turnings to the left and one taxi with its right indicator out turning left. Since then I have seen two further cases of a car turning the opposite way to that indicated by the Trafficators and a car stopped by the police with both out, the right one out under power and the left one stuck out, probably because of lack of maintenance. In this town it is an everyday occurrence to see indicators left out, often, no doubt, because the driver pays insufficient attention to driving being either too busy looking at and talking to a passenger or else too busy looking in the shops. Therefore, I maintain that a clear hand signal given in accordance with the Highway Code is essential at all times.

So many correspondents seem to think that a "turning left" hand signal is not necessary. They seem to overlook the fact that it is often totally impossible for the driver of a following vehicle, particularly if it be a bus or heavy goods vehicle, to see a left-hand indicator at all, with the result that, so far as these following drivers are concerned, the vehicle in front brakes hard suddenly and thus the following driver has to brake hard; I have on several occasions seen passengers almost thrown to the floor of a bus through no "turning left" hand signal being given by the driver of the vehicle in front. Similarly, a motor cyclist keeping well in would have considerable difficulty in seeing a right indicator out.

Whilst agreeing that, when turning a corner, both hands should be on the steering wheel, hand signals should be given as an indication to other road users of one's intentions so that one can have both hands on the wheel before turning.

Many people seem to rely entirely on their brake lights yet completely overlook the possibility of a bulb failure (where one brake light is fitted) or the fact that a fault can develop in the wiring or the switch. In addition, many pre-war and some post-war brake lights are so dull as to make them practically invisible and many do not come on until the brakes are applied hard, so that they are really almost useless.

My own view is that hand signals should be given at all times and supplemented by mechanical indicators or brake lights where fitted. After all, if you are in a stream of cars travelling fairly close behind each other the only brake light you will see will be, in all probability, that of the vehicle immediately in front. If a clear "slow down" signal were given by each driver you would be able to see when the driver of several vehicles ahead intended slowing down and you could thus warn traffic behind which may possibly require a greater distance in which to stop.

I think the worst offenders of all are those who appear either too lazy or too inconsiderate to give any signals at all. Suddenly they see a shop they want to go to and brake hard and then pull in, giving no indication whatsoever of their intentions. There are also those who see someone waiting to enter a main road, know they are turning off down the same side road but never indicate this in any way.

If all drivers thought more about being considerate to others, gave correct hand signals and used their mirrors very much more, then I think there would be a great reduction in the appalling accident rate. D. T. FORREST.

Bassett, Southampton.

"Watch Me Like a Hawk . . ."

[65445.]—One or two experiences lately have given added interest to the recent correspondence in your column regarding hand signals. In the interests of safety and to avoid unnecessary irritation, surely it is wise for the observer to interpret any signal, whether by indicator or hand, as meaning: "Watch me like a hawk—*something* may or may not happen at any moment."

At the same time one can remember that it is not normal for people to forget that their hand is outside in the cold but indicators have been known to project for long periods with no meaning other than that the driver has forgotten all about them.

Seaford, Sussex. G. P. WHITEHORN.

COLOURFUL

Tribulations of a Licensing Authority

[65446.]—I find myself once again spending twelve hours a day checking applications for car licences, after an absence of two years caused by my recall to H.M. Forces. Fortunately, the colour is no longer inserted on the discs because gone are the greys, greens, reds and blues, occasionally qualified by the words light or dark. Now we have nimbus grey, Clarendon grey, Channel green, elm green, autumn red, comet blue and quartz blue, to mention but a few. In my selection so far, grey leads the field, being qualified by no fewer than twelve nouns, six adjectives and seven geographical locations! I and my colleagues proudly present the manufacturers with another—for red use Lancashire rose—and we await with interest the comments of some local policeman who, on telephoning for particulars, is informed, "Colour—Tampico beige, Bristol fawn, or vineyard green,"—and so on.

In conclusion, I would add that by far the most common error still made is the failure on the part of owners to redeclare their vehicles when applying for the first licence taken out in their names, with the forwarding of anything but the requisite current certificate of insurance or current cover note, a close second.

Penwortham, Lancashire. V. N. JOHNSON.

ROTARY-VALVE ENGINES

Further Evidence of the Darracq's Longevity

[65447.]—Mr. A. P. Field [65368] is probably right in naming the Darracq (which was produced in 1912) as being the car referred to by Mr. T. Cordery [65326], but it is sheer nonsense for him to state that the engine of the Darracq was completely worn out after covering a few hundred miles. I had one of these cars in use for upwards of 30,000 miles running with every satisfaction, and my brother once topped over 400 miles in one day with this car, which was eventually sold to a car hirer who ran it for several years on hire work.

Admittedly the engine could be troublesome if not properly understood, and the secret of satisfactory running was in correct lubrication; the use of a first-quality oil was essential. It is true that the engine was withdrawn after a comparatively short run, and it was replaced by one designed by Mr. Clegg (the designer of the 12 h.p. Rover), which then became known as the Clegg-Darracq.

Colwyn Bay, Denbighshire. A. BRAID.

HOMEWORK

Similar Treatment for a Standard Ten

[65448.]—I read the article "Homework for an Owner" (*The Autocar*, February 5) with interest, having, a few years back, performed precisely the same operation on an elderly 10 h.p. Standard. I wondered whether Mr. Upton included, but forgot to mention, one vital point—the thorough cleansing of the block and oilways, to remove the swarf and dust of the reboring operation. This finds its way all over the interior of the block and failure to remove it will, of course, cause rapid wear in the reassembled engine. I do hope he was advised on this important point.

My effort also took three weeks and how I enjoyed every minute of it! G. L. WISE.

London, N.13.

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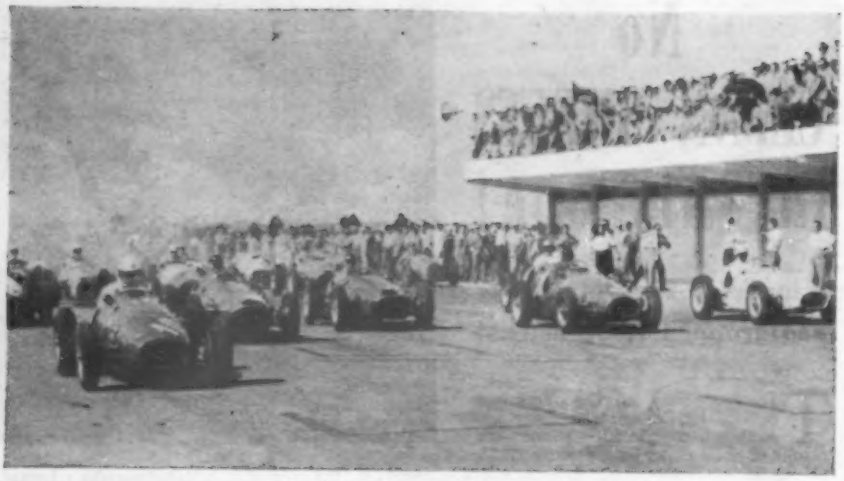
VICTORY IN ARGENTINE FORMULE LIBRE RACE SNATCHED FROM HIS GRASP

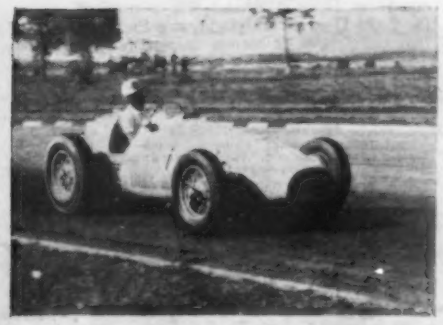


The start of the Buenos Aires G.P., with Farina's Ferrari taking the lead. Marimon and Fangio, in Maseratis, are coming up on his left.

ILL-LUCK FOR HAWTHORN

THE Argentine racing season ended on January 31 with a *formule libre* race held over a distance of 190 miles. This distance was made up of 65 circuits of the longest and slowest of the several Autodrome tracks with a lap length of 2.924 miles. The field consisted of the formidable Ferrari team (Farina, Gonzalez and Hawthorn, who with Trintignant's Ferrari, formed the entire front row of the starting grid) the Maseratis of Fangio, Marimon, Mieres, Bira, Schell, Maglioli and de Graffenried, the Gordinis of Bayol, Behra and Loyer, and an odd assortment of Ferrari, Maserati, Ferrari and Alfa Romeo driven by Landi, Firpo and Daponte, Lopes and Bucci respectively. Also on the grid was the home-made special of Pian, a Ford-engined affair of tremendous urge but poor reliability. Pian was the sole survivor of a bevy of home-built cars which included one specimen with a flat-twelve side-valve engine and capacity of 13 litres.

Jean Behra spins round in his Gordini, a performance which he executed six times during the race even though the roads were dry.



The winner, Maurice Trintignant, corners in the 2½-litre Ferrari, painted in the blue of France.

In all, twenty-one cars faced the starter; when the flag dropped Farina was first away and he fairly shot into the lead, followed by Marimon, Fangio, Hawthorn and Maglioli. But it was Maglioli who came past the pits in the lead at the end of the first lap, Landi followed tenaciously, but Farina and Hawthorn soon asserted themselves and the order was then Maglioli, Farina and Hawthorn. Gonzalez had started slowly and was not in the picture. Marimon was out altogether with a snapped half shaft and by lap four, Hawthorn had passed Farina, Maglioli had spun, and the order was Hawthorn, Farina, Maglioli, Gonzalez, Trintignant, Landi, Mieres, Schell, Bira, Fangio, and last, in his slow 4CL Maserati, Fortunati Firpo, who gave up on lap six and never returned to the fray.

Fangio Retires

On the same lap Fangio stopped to change plugs and as Hawthorn continued to lead Farina in magnificent style, the Argentinian *maestro* eventually abandoned his car. Lap after lap the two leading red cars screamed past the pits as though held together by magnetism, but suddenly Farina was out with a cracked differential and Hawthorn was in front, alone and unchallenged. By this time Landi had retired—his compulsory vaccination had swelled his arm to immense proportions—and Gonzalez was warming up to a fierce chase to catch Hawthorn; but the heat of the afternoon proved too much for him and he drove into the pits to hand over to Farina. The unexpectedness of this manœuvre caught Farina unawares and the pit stop cost minutes while he was found. Trintignant's Ferrari, which was now second and a long way behind Hawthorn, was followed by the Maserati of Mieres. The Gordini of Behra was well up in the field, while Pian, though still in the race, was running all the way in third gear.

Tragedy

Then came a sad incident. Daponte's Maserati was coming into the pits when suddenly the differential locked and the car swung round viciously, striking and fatally injuring Enrico Platé, de Graffenried's *chef d'équipe*. The Swiss driver immediately retired. Meantime Farina was doing everything he could to catch Hawthorn but it was an almost impossible task. So great was Hawthorn's lead that he slowed down to finish as Farina pressed hard and crept up from sixth to third place. On the last lap the crowd was wild with enthusiasm over the tremendous Hawthorn performance, but as the chequered flag was unfurled to greet him there was a sudden stillness. Everyone gaped along the straight; Hawthorn had failed to appear. Up the shimmering track tore the blue Ferrari with Trintignant at the wheel and the fact that he won seemed to go almost unnoticed as everyone speculated on the fate of Hawthorn. It was a sensational finish to a sensational race and the eventual news of Hawthorn's con-rod failure came as something of a relief; at least he was unhurt. Trintignant deserved his win, however, and Farina's fantastic show of speed in his endeavour to catch Hawthorn earned him fastest lap and a vast following of well satisfied spectators.

RESULT

Race distance 190.06 miles (65 laps of 2.924-mile circuit).

1. Ferrari 2.500 (M. Trintignant), 2h 36m 35s, 71.93 m.p.h.
2. Maserati 2.500 (R. Mieres), 2h 39m 5.4s.
3. Ferrari 2.500 (G. Farina and J. F. Gonzalez), 2h 39m 13.6s.
4. Maserati 2.000 (H. Schell), 2h 40m 20s; 5. Gordini 2.500 (J. Behra), 2h 40m 24s; 6. Ferrari 2.500 (J. M. Hawthorn), 1 lap behind; 7. Maserati 2.500 (B. Bira), 1; 8. Ferrari 2.500 (H. Maglioli), 1; 9. Ford-Pian 4.500 (A. Pian), 8; 10. Gordini 2.500 (E. Bayol), 10.

Fastest lap: Farina, 2m 12.4s, 75.94 m.p.h.

E

No CLEAN SHEETS in this one!

Winner of Yorkshire Rally had dropped 1,368 marks!

At Croft: the crew of T. J. R. Mansbridge's Jaguar fixed-head coupé bend over their maps to find out where they are going—and also where they have been.

THE organizers of the Yorkshire S.C.C. 1954 Yorkshire Rally are sinfully complacent about the results of their event on February 12-13. Of 97 starters, only 36 finished, and the winner had lost 1,368 marks. Nearly all those eliminated had retired during the night, the Yorkshire moors having provided ice, snowdrifts, floods, fog, rain—and stone walls.

In addition, there was a hazard which many would call the greatest. For though the controls were clearly indicated on maps, competitors had to choose their own routes to them, so that in poking up some byway "over the top" one might meet an unsuccessful expedition returning. And there were some briefly exciting encounters. P. R. Bolton and A. Bould (Sunbeam-Talbot) were in head-on collision with Mr. and Mrs. K. G. M. Pointing (Wolseley) during the night, with minor injuries to the crews and major injuries to the cars. The Sunbeam-Talbot, however, completed the night section and headed for the Lake District, where it finally retired.

Out of 119 entries, there were 22 non-starters when the first car, the Riley of A. Stross, made a spirited getaway from the town hall at Harrogate at 10 p.m. on the Friday evening. Difficulties began soon. At the second of the twelve night controls, Glaisdale, T. G. Dobby (Ford Popular) had lost 55,000 marks, b : was a finisher. The special tests on the route had to be modified. Little Beck, a series of wiggles down a metalled road, across and up the other side, was very tricky: J. S. Allison's Ford Zephyr put up the fastest time. The crossing of one river had to be abandoned, for a spate had caused the river to rise suddenly that evening. George Wood (Allard) stuck in the river, but (much later) drove out under power, and T. J. R. Mansbridge cut up an old inner tube and waterproofed electrical components before crossing. Long after this section of route had been cut out, a third car seems to have gone there, unofficially, and sunk.

None of the lanes on the moors and wolds was very high, but snow and ice persisted, and it was wet ice, too, often in ridges which took charge of the steering. P. B. Reece (Morgan Plus Four) was one of those who slid into trouble, seriously damaging the car; and Don Rainer was another who bumped a wall, while a superb Aston Martin DB2 (A. J. Burton) blacked its eye. Clifford Hoborn arrived at a control on foot, reporting (it was said) that his Zephyr had had "brake trouble": helpers found the car on its side. But it proceeded after righting!

The Zephyr of W. Cave and J. Franklin went rather farther, fetching up on its roof. However, it proceeded to Croft with glass, occupants and even radio intact, where it retired, possibly because the rather pleasing aircraft-carrier styling was reducing headroom. There were a number of other retirements at Croft, through drivers and passengers being too tired to go on. G. L. Gartside, with a massive Jaguar-engined Invicta called the Gartside Special, was another retirement. (In the amusingly libellous results displayed afterwards at Harrogate it was alleged that petrol thirst was behind this!) D. W. M. Stavert and E. J. Bennett had an irritating delay when too much *g* on a corner caused the luggage rack and spare wheels on the roof of their Simca to take off.

Among the more troublesome snowdrifts was that at Rosedale, where there was considerable shovel work. R. Maitland Hughes and R. V. Kelly were stuck there, and this drift was responsible for many delays and a few retirements. Retirements at Croft were in some cases caused by exhaustion from too much digging. There was another bad place going down from Hebden Bridge, where several went off the road, and Widdop Moor was bad going. It had been reported that Buttertubs was impossible, but M. B. Colbeck, G. Adams, and their navigator, M. N. Roberts, blazed a trail and got their Consul to the top, on the informed advice of a snow-plough team. They saved a lot of time. It was two hours after schedule that the first car, driven by A. Stross, turned up at Croft. For most, this "breakfast" stop was a lunch stop.

Re-styling: W. Cave's Ford Zephyr flat-top at Croft. All the glass, and the crew, were intact.

Monte Carlo? Ha!

It may fairly be claimed that for this rally Yorkshire had got something: something which it appears Alps, frontiers and Central Massifs haven't got. These were the controls, which mark the approximate route: Wass, Glaisdale, Huggate, Old Byland, Hesketh, Grange, Felixkirk, Wath, Slack, Broughton, Threshfield, Thwaite and Croft. At one lonely farm in the wolds, where a lost competitor called to ask the way, certain shaggy well-toothed and vociferous animals even appointed themselves substitute wolves, but did not press home their attentions to the point where the crew had to take to the roof.

Owing to late running and severe conditions, from Croft onwards the route was modified. The excursion up to the higher latitudes of Cumberland and Westmorland was cut out, and competitors, 36 of whom were surviving, were sent straight across to Dunsop Bridge, for a tour of the Lake District. Daylight, and the Gulf Stream (whose influence is not felt in Yorkshire), made this a lot easier, or perhaps the survivors were so good that nothing could stop them.

PROVISIONAL RESULTS

Scarborough Trophy: Vauxhall Velox (J. D. Scott), 1,368 marks lost. **Special Award:** Standard Vanguard (J. D. Wallwork), 1,560.

Eric S. Myers Trophy: Ford Consul (M. B. Colbeck), 1,572. **Special Award:** M.G. 1½-litre (E. S. Sneath), 1,854.

First-class Awards: Dellow (J. G. Tooth), 1,968. Austin A.70 (G. D. C. Rose), 2,112. Ford Anglia (E. J. B. Mitchell), 2,208. Riley (A. Stross), 2,244. Rover (T. A. Smith), 2,400. Aston Martin (A. J. Burton), 2,720. M.G. (J. K. Armstrong), 2,764. Jaguar (T. J. R. Mansbridge), 2,810. Sunbeam-Talbot (E. L. Yardley), 2,894. Jowett Javelin (J. H. Burnhill), 3,384. 1954 Ford Anglia (C. V. Wray), 3,648. Austin A.30 (H. C. Hobson), 3,864.

Novice Award: Ford Zephyr (J. S. Allison), 3,144.

Navigators' Awards: W. A. R. Crowther, G. Adam.

Team Prize: Sunbeam-Talbot (P. Lee); Sunbeam-Talbot (D. Hindle); Jaguar XK120 (T. J. R. Mansbridge).

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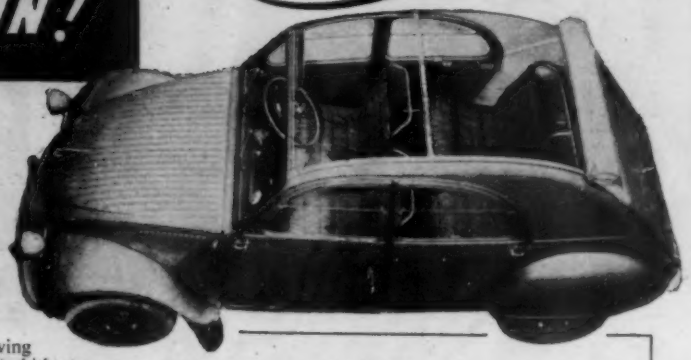

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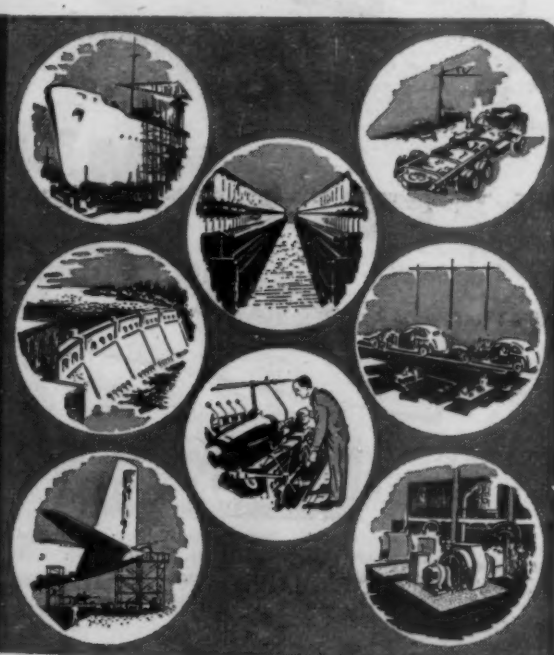

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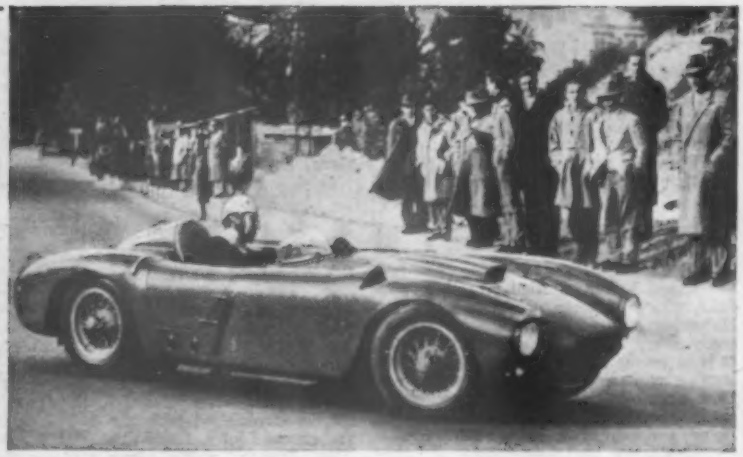
THE SPORT

by

J. A. Cooper



Alberto Ascari, having transferred his allegiance from Ferrari to Lancia, tests one of the new 3.3-litre sports-racing Lancias round the Ospedaletti circuit, near San Remo; he will share the wheel of one of these cars in the 12-hour race at Sebring in Florida next month.

G.P. PROSPECTS ● R.A.C. RALLY ● LADY WIGRAM TROPHY

ELSEWHERE in this issue the question of the better type of power unit to be used in this year's Grand Prix racing is fully discussed. The conclusion reached, it seems inevitably, is that the 2½-litre unsupercharged unit will be almost universally employed by the contestants, although research is proceeding into the possibilities of the supercharged 750 c.c. alternative.

So be it; but, leaving the vexed question of the power unit aside, the general picture of Grand Prix racing this year is extremely rosy—from the spectator's point of view. Why? Because not for years have there been so many manufacturers anxious to make teams of cars to take part. In Italy there are Ferrari, Lancia and Maserati, with Alfa Romeo a possibility and Nardi and Osca intervening, as it were. Mercedes is coming back to represent Germany in a few of the major races. Gordini will once more fly the French flag, with Bugatti to assist later and possibly Talbot.

From Britain we still have no team representing a large-scale factory with ample resources. But Connaught, H.W.M. and Cooper will all be in the field, while Kieft is coming into formula 1 racing for the first time and there are various other projects afoot.

As I say, from the point of view of the spectator this is all fine and dandy. But for competitors and organizers alike, this may be an anxious period. With all these works teams in the lists, the private entrant is going to find it more and more difficult to get his entry accepted for the bigger events, for the number of starters is limited; and organizers in every country are looking anxiously at the works teams and wondering how on earth they are going to find sufficient starting money to satisfy them all.

Racing—especially on this sort of scale—is nowadays a very expensive business, and in this hard world there are few, if any, private owners, and no works teams, who can or will appear for nothing; this is a fact which, right or wrong, has to be accepted as unalterable. Whether or not anything can be done to limit the starting money payable to ease the problem of organizers remains to be seen; this is a matter for the F.I.A. to discuss and pronounce upon, if its *commission sportive* were live and courageous enough to tackle the problem. But somehow or other races will be held and the majority of the principal contestants accommodated, and this should be a very interesting and hard-fought year in the Grand Prix field—and, indeed, in the realm of sports car events as well. But more of them anon.

ENTRIES for the 12-hour race at Sebring, in Florida, on March 7 are now assuming large proportions; the organizers will accept 75 starters and a good field is already assured. Among the works teams already in the lists are Ferrari (two cars, Farina and Maglioli, Gonzalez and Hawthorn); Lancia (three cars, Ascari and Villoresi, Fangio and Castellotti, Taruffi and Manzon); Aston Martin (three cars, Parnell and Salvadori, Collins and Griffith, and two as yet unnamed American drivers); Cunningham, D.B. and Austin-Healey. In addition there are many private entries, among them at least one Jaguar from the Ecurie Ecosse, three Oscas, one of which may have Stirling Moss and Briggs Cunningham as its drivers, and an example of the Chevrolet Corvette, making its début in sports car racing.

The Lancia team is particularly strong, as can be seen in the list above. To have Ascari, Villoresi and Fangio in one team is pretty formidable, but to add Taruffi, Manzon and Castellotti is almost gilding the lily! The Lancias will be the latest type of 3.3-litre competition models; the drivers have recently been testing them on the Ospedaletti circuit near San Remo on the Italian coast. In the course of these tests Villoresi struck a wall very hard indeed in avoiding a policeman and two children; he was unhurt, but the car was badly damaged.

ENTRIES for the forthcoming R.A.C. Rally (March 9 to 14) closed last Monday night, and I understand that the total number of entries received is over 230, which should make for a very good event. The principal award for this rally will be the Peall Trophy, a chased silver gilt cup standing some thirty inches high. It has been presented to the club by E. W. and G. F. Peall, in memory of their father, the late W. J. Peall, a pioneer motorist and one of the first members of the R.A.C.

IT was with great regret that I learned of the death during the recent Buenos Aires G.P. of Enrico Platé, team manager for the volatile Swiss driver, Baron de Graffenried. Platé was unfortunately struck by Daponte's skidding Maserati, receiving fatal injuries, when the car's rear axle seized as it came into the pit area.

Enrico Platé was a familiar sight on all the major racing circuits; small, dark and serious, he did most of the preparation of his cars himself, and was usually to be seen with a linen racing helmet perched atop his head with the straps dangling loose on each side. For several years

The late Enrico Platé.

THE SPORT . . . . . continued

after the war he ran the Ecurie Platé of two Maseratis, at first the supercharged 4CLT 1½-litres, then with unblown 2-litre engines installed for formula 2 work. De Graffenried and Bira were his two mainstays as drivers, although Harry Schell also represented the team for some time.

THE Castrol organization has now released a film entitled *Motor Sport, 1953*, which has been produced by R. P. Habershon and George Williams, with a commentary spoken by Raymond Baxter. It is in colour and runs for half an hour; starting with a view of the new Oulton Park circuit at the inaugural meeting, it continues with shots of the Swiss G.P. at Berne, and culminates—in a different field—with a motor boat race meeting at Lake Windermere. Clubs may borrow copies of this film on application to the Castrol Film Library, 46, Grosvenor Street, London, W.1; the more notice which can be given, naturally, the more chance of obtaining the film for any particular date.

AS recorded briefly last week, the B.R.M., after leading for more than half the hundred-mile Lady Wigram Trophy race, held on the Wigram Aerodrome, Christchurch, New Zealand, made a pit stop and then slowed, letting Peter Whitehead (2-litre Ferrari) and Tony Gaze (2-litre H.W.M.-Alta) into first and second places respectively. These two had never been far behind the B.R.M. throughout the race.

Of the two supporting races, one for sports and racing cars and the other for saloons, the latter was by far the most exciting, a group of Rileys and Ford Zephyrs achieving prodigious feats of cornering in their efforts to catch the limit Morris Minors and Austins.

As starting time for the Lady Wigram Trophy race approached, the very strong north-west wind which had swept over the Southern Alps in the middle of the day began to decrease, until the afternoon was warm and sunny. The elimination of a slow hairpin bend used in previous years had made the 2.1-mile circuit both faster and more interesting; cars had to cover 48 laps. When the flag fell Whitehead (Ferrari) was first away, followed by Wharton and Gaze but, as at Ardmore a few weeks before, the B.R.M. took the lead before the first bend.

Hopes of strenuous opposition from New Zealand drivers diminished with the retirement of Roycroft's Alfa Romeo, three times winner of the race, on the first lap with failing oil pressure. For thirty laps the position of the leaders remained unchanged, the B.R.M. drawing gradually away to a lead of nearly half a lap from Whitehead, who was closely followed by Gaze. After half-distance the H.W.M.-Alta began to increase speed and on the thirtieth lap passed Whitehead's Ferrari into second place. Five laps later Gaze stopped for exactly one minute to change tyres, and Whitehead, who, it was assumed, would also have to stop, was back in second place. Then the B.R.M. began to leave a thin haze of smoke in its wake, and at the end of lap 42 stopped for tyres and fuel and attention to a broken oil pipe. After 1m 37s it got away again, now in third place with Whitehead securely in the lead, and Gaze second, hoping that Whitehead, fifty seconds ahead, would have to stop for tyres. But the Ferrari ran on faultlessly to the end, with Gaze second and a slowing B.R.M. heading for third place but now a lap behind. On the last lap the B.R.M.'s engine spluttered and died, leaving Wharton coasting at perhaps 80 m.p.h. but with a mile to go. A quarter of a mile from the finish he hopped out of the still moving car and pushed it to the finishing line, while MacMillan's Alfa Romeo, three laps behind, passed twice before Wharton got his car over the line into third place.

The *Criterium de Neige et Glace*, which took place recently in France, was won by the Citroen of Jean Prestail, here seen negotiating a slippery turn. (Inset) M. and Mme. Prestail.

RESULTS

Redex Handicap: 1, Singer (J. K. Kerr); 2, Austin A.40 Spl. (G. A. Roud); 3, Jaguar XK120 (R. J. H. Archibald).

Saloon Handicap: 1, Citroen (I. A. Archibald); 2, Riley (A. F. Moffat); 3, Austin A.40 (W. Crosby).

Lady Wigram Trophy (100.8 miles, 48 laps of 2.1-mile circuit): 1, Ferrari 1,995 s (P. N. Whitehead) 1h 9m 51.3s, 85.8 m.p.h.; 2, H.W.M. 1,960 s (P. A. O. Gaze) 1h 10m 32.2s; 3, B.R.M. 1,487 s (K. Wharton) 1h 16m 19.5s; 4, Alfa Romeo 2,904 s (J. McMillan) 1h 16m 59.4s; 5, Cooper 500 (A. Stafford) 1h 17m 0s; 6, Jaguar 3,442 (R. J. H. Archibald) 1h 18m 19.5s.

LATEST news of two protests: the Ferrari protest against the victory of Fangio's Maserati in the Argentine G.P. has been rejected by the Argentine club's *commission sportive*. The protest alleged that Fangio's car had been worked on by five people during a pit stop; the club, however, points out that infringement of this rule did not, by the regulations, necessarily mean disqualification. The club has fined Maserati and Ferrari 1,000 pesos each; the former for lack of pit discipline, the latter for the action of the team manager (Nello Ugolini) in slowing down Farina (then in second place) without consulting the race director to make sure that Fangio would be disqualified!

The Automobile Club de Monaco has heard the appeal by Georges Houel against the rejection of his protest against Louis Chiron's Lancia, placed first in the Monte Carlo rally, but has not yet announced its decision. It is reported, however, that the car has now been released from custody, the bodywork dimensions having been found to conform

COMING SHORTLY

FEBRUARY 20.—Riley M.C. Winter Rally, 66, Barnett Wood Lane, Ashtead, Surrey, 1.45 p.m.

20.—A.C. Owners' Club. Annual dinner and dance, Londonderry House, Park Lane, London, W.1, 6.30 for 7.15 p.m.

20.—North Midland M.C. Annual dinner and dance, Maynard Arms Hotel, Grindleford, Derbyshire.

20-21.—U.H.U.L.M.C. Rosette Night Navigation Rally, The King's Arms, Stokenchurch, Buckinghamshire, 9 p.m.

21.—N. London Enthusiasts' C.C. Jacobean Trophy Trial, W. Waters and Sons, Ltd., Barnet By-pass, Hatfield, Hertfordshire. 10.30 a.m.

21.—North Midland M.C. Kitching Trophy Trial, Maynard Arms Hotel, Grindleford, Derbyshire, 10.30 a.m.

21.—Leicestershire C.C. Bacon Trophy Trial, Stoney Bridge, near Leicester, at 2 p.m.

21.—Northampton and District C.C. Spring Sporting Trial, Market Square, Northampton, 10 a.m.

21-25.—**Sestrières Rally, Italy.**

24.—Plymouth M.C. Social run, Elfordleigh Hotel, Plympton, Devonshire, 7.30 p.m.

24.—Riley M.C. (N.W. Centre). Film show, Nags Head Hotel, Jacksons Row, Manchester, 7.45 p.m.

25.—M.C.R.B.C.C. Dinner and film show, Clarendon Restaurant, Hammersmith, London, W.6, 7 p.m.

26.—Half-Litre C.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7.30 for 8 p.m.

27.—Alvis Register. Night navigation run, near Stanmore, Middlesex, 6.45 p.m.

27.—Sunbeam Register. Annual dinner, Waverley Hotel, Southampton Row, London, W.C.1, 7 for 7.30 p.m.

27.—M.G. Car Club (S.W. Centre). Film show, Ship Hotel, Alveston, near Bristol, 7.30 p.m.

27.—Bristol M.C. and L.C.C. Poole Trophy Night Navigation Trial, Full Moon Hotel, Stokes Croft, Bristol, 7.30 p.m.

27-28.—West Essex C.C. Starlight Navigation Rally, The Three Jolly Wheelers, Woodford Bridge, Essex.

27-28.—Liverpool M.C. Jeans Gold Cup Rally, Gatescre Hall Country Club, Liverpool, 8 p.m.

28.—**Agadir Race, France.**

28.—Chiltern C.C. Committee Cup Competition, Swan Hotel, Ley Hill Common, near Chesham, Buckinghamshire, 11 a.m.

28.—Manchester University M.C. Yorkshire Rally, University Medical School, Manchester, 10 a.m.

28.—A.C. Owners' Club. Novices' Point-to-Point, Six Bells Restaurant, near South Mimms, Hertfordshire, 10.45 a.m.

with the minimum requirements of the international sporting code. This, however, is not the only point at issue, so the result remains in doubt.

Both these protests may yet go still further, to the F.I.A. in Paris. The *commission sportive* of that august body met a few days ago; its next meeting is in June, so it may be some time yet before things are finally settled. But we hope not; they have gone on far too long as it is.

THE interesting event known as the *Criterium de Neige et Glace*, or Snow and Ice Contest, took place on February 6 and 7 near Grenoble in France. There are three component parts of this event, which is neither a rally, a race nor a hill climb, but a combination of all three. In fact, this year there were two timed hill climbs (one of which went down as well as up) and a timed regularity test round five laps of a circuit; all of these were held on snow and ice. In the regularity test, cars ran in batches of eight with a Le Mans-type start, the drivers having to run across the road (a sheet of ice!), get in, start the engine, and away. The organization was of a very high order, the responsible body being the Automobile Club Dauphinois and the clerk of the course Pierre David, second (so far) place winner in the recent Monte Carlo Rally.

The winner proved to be Jean Prestail, accompanied by his wife, in their Citroen Light 15; this is the second year in succession in which they have carried off this victory. Second came René Cotton at the wheel of a supercharged 850 c.c. Dyna-Panhard, and third Guiraud in a Peugeot 203. There were over 40 entries; everyone was delighted with the event, and it is perhaps a pity that weather conditions are not sufficiently stable to permit of the running of a similar event in this country.

RESULTS

General Classification: 1, Citroen 1,911 (J. Prestail); 2, Dyna-Panhard 850 s (R. Cotton); 3, Peugeot 1,290 (Giraud); 4, Panhard-D.B. 850 s (M. Gignoux); 5, Porsche 1,500 (Veuillet); 6, Peugeot 1,290 (Nicol). **Class Winners: up to 750 c.c.:** Panhard-D.B. 750 (Dannenmuller); **751 to 1,000:** Guiraud; **over 1,000:** Prestail.

ALSO run during the weekend of February 6 and 7, the *Rallye des Routes du Nord* (organized by the Automobile Club du Nord) had a 625-mile road section, terminating at Lille, and over 100 entries. To settle ties in the classification and to determine the winner from among those competitors without road section penalties, a hill climb was held at Cran d'Escalles, this being run off during the night over half a mile of sinuous road. Victory went to G. Olivier in a 1,500 c.c. Porsche, this also being a repeat of last year's result; his co-driver was the well-known Belgian woman competitor, Mlle. Thirion. Roughly half of the competitors finished the road section without loss of marks; but two-thirds of the remainder did not finish at all, which suggests that it must have been quite a testing rally.

RESULTS

General Classification: 1, Porsche 1,500 (G. Olivier and Mlle. Thirion), 42.539 penalty marks; 2, Panhard-D.B. 850 (Fauré and Loudig), 42.912; 3, Alfa Romeo 1,884 (Castelain and Ros), 44,055; 4, Panhard 850 (L. and R. Déjardin), 45.057; 5 (tie), Panhard 850 (Debeauquesne and Ghesquière) and Panhard 850 (Douchet and Bergeaud), 45,951. **Class Winners: Touring: up to 1,000 c.c.:** L. and R. Déjardin; **1,001 to 1,300:** Peugeot 1,290 (Lamy and Mlle. Taillland); **1,301 to 2,000:** Castelain and Ros; **over 2,000:** Citroen 2,867 (Monneret and Honoré). **Sports: up to 1,000 c.c.:** Fauré and Loudig; **1,001 to 1,300:** Porsche 1,500 (Fleurines and Darquier); **1,301 to 2,000:** Olivier and Mlle. Thirion; **over 2,000:** Jaguar 3,442 (Scheid and de Changy).

CLUB NEWS

Leicestershire C.C.—If the anonymous donor of the Silver Starting Handle Trophy—who requested that it should be competed for in a sporting trial—had been present during the event he would have been entirely satisfied. The highly sporting course started at Lowesby station and included eight observed sections, all within the confines of Springfield Farm.

Results: Blandford (W. G. Tinsley), 24 marks lost; Dellow s (W. E. Wykes), 31; Dellow s (J. L. Thompson), 54.

Circle C.C.—Held on Sunday, January 17, the Chiltern Caramble produced an entry of 28 cars. The finish was at the Three Pigeons Hotel, Gerrards Cross, and F. Allott's H.R.G. was the only car to complete the course without loss of marks.

Northampton and District C.C.—At the forthcoming annual general meeting it is proposed to elect Mr. Dennis Barratt as president for a period of three years. The meeting will be held at the Queen Eleanor Hotel on Tuesday, March 9, at 8 p.m.

Wolverhampton and South Staffordshire C.C.—Members are reminded that competition licences are necessary when taking part in closed invitation events. Application forms for these licences can be obtained from E. Walls, secretary of the club.

Nottingham S.C.C.—An event held on January 23 started with an autocross type of driving test, which was followed by a route finding contest to the finish. Twenty competitors took part, mainly in the family saloon type of car. The driving test was extremely spectacular, covering a course of about ¼ mile in length and including a series of sharp bends. Fastest time for the circuit was made by D. G. Brough's M.G. TF. Only three cars completed the route finding course successfully; these were: B. E. Lawson's Standard Eight (13 marks lost), R. Palmer's Riley (32 marks lost) and E. W. G. Rose's Standard-M.G. (67 marks lost).

Liverpool M.C.—Regulations are now available for the Jeans Gold Cup Rally to be held on February 27-28.

Chiltern C.C.—The annual Committee Cup competition will be held on February 28 and will be entirely suitable for all types of car. Several observed sections will be included but these will be of a non-damaging type; special tests, navigation and map-reading will also be included. Organized in conjunction with the Sporting Owner Drivers' Club, the event will start from the Swan Hotel, Ley Hill Common, near Chesham, Buckinghamshire, at 11 a.m. The course will be 45 miles long, finishing at the Bell House Hotel, near Beaconsfield.

Manchester University M.C.—The Yorkshire Rally will be held on February 28 over a course of about 200 miles. The start will be from the Medical School at Manchester University, the first car leaving at 10 a.m. To sort out ties, there will be an eliminating test at the start and a timed hill-climb en route. There will be ten timed controls, including the finish at the Three Nuns' Hotel, Mirfield, near Huddersfield.

The results of the Howarth Trophy rally, a closed event held on January 24, are as follows:

Howarth Trophy. S.S.100 (N. A. Silverston and S. G. Sutton), 5 marks lost. **Best in Opposite Class:** M.G. PB (J. F. I. Tanner), 11 marks lost. **General category:** 1, S.S.100 (N. A. Silverston); 2, Bugatti (G. E. Thomas), 7 marks lost; 3, Morgan Plus Four (H. Harrop), 13 marks lost.

West Essex C.C.—Supplementary regulations are now available for the Night Navigation rally, to be held on February 27 and 28. The route will be over main and secondary

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1952 **LAGONDA** 2½-litre Foursome coupe, maroon/beige leather and hood, heater, radio, 9,000 miles. ... £1,800
1951 **ALVIS** saloon, maroon, 24,000 miles £950
1952 **JAGUAR** Mk. VII saloon, black/brown leather, 3,500 miles..... £1,450
1952 **CITROEN** 15 h.p. saloon, one owner, black/red leather, 11,700 miles £665
1949 **AUSTIN** Sheerline saloon, black/beige leather, loose covers..... £600
1952 **MORRIS** Oxford saloon, black maroon leather, one owner, 12,500 miles £550

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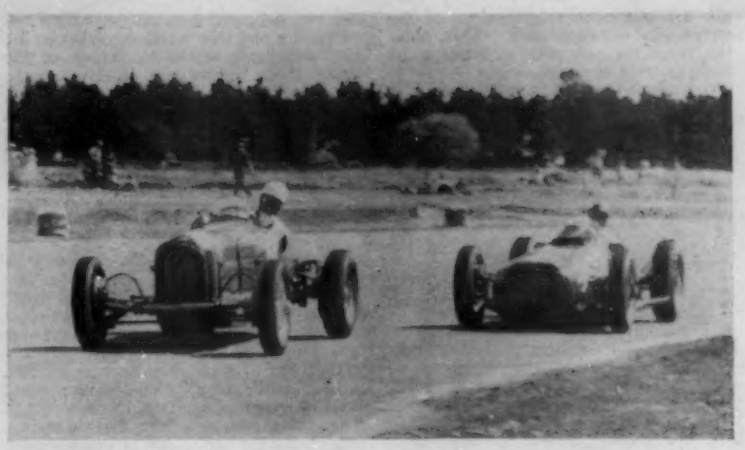

The old and the new: McMillan's 2.9-litre Alfa Romeo leads from Ken Wharton in the B.R.M. during the recent Lady Wigram Trophy race at Christchurch, New Zealand.

CLUB NEWS . . . . . continued

roads with intermediate controls and time checks. The average speed required will be 24 m.p.h.

Per Ardua M.C.—All members and friends are welcome to a film show on Wednesday, February 24, at the Sun and Horseshoe at the junction of Mortimer and Titchfield Streets, London, N.W.1. The show starts punctually at 7.15 p.m.

Sporting Owner Drivers' Club.—At the Bull Hotel, Aston Clinton, the club held its annual dinner and dance on February 12, a function at which the awards for the year were presented. On the last occasion an influenza epidemic had whittled the attendance down to 20-odd, but this year members turned up in strength, although D. B. Payne, the president, was unfortunately unable to be present. W. P. Herwood Lockhart presided, and such members as were absent missed a very lively party. Humour was the keynote of the brief speeches, and few members were noticed to leave early!

IN BRIEF

Castrol oils are now available in new quart and pint metal tins which are scaled-down versions of the screw-cap gallon tins.

Siemens Electric Lamps and Supplies, Ltd. have published a new catalogue of car lamp bulbs. It is available, free of charge, from any distributor or retailer of Siemens products.

Shell X-100 engine oil was used in the Ferrari of P. Whitehead and the H.W.M. of T. Gaze, first and second respectively in the 100 miles Lady Wigram Trophy race at Christchurch, New Zealand, on February 7.

Mr. T. R. C. Tompkins, manager of the automotive sales department of the Vacuum Oil Co., Ltd., was presented with a gold watch on February 2 by Mr. J. C. Gridley, chairman of the company, to mark his fortieth anniversary with the company.

Wellworthy, Ltd., manufacturers of pistons and piston rings, have opened two new depots in Manchester and Glasgow. The addresses of these establishments are as follows: Century House, St. Peters Square, Manchester, 2, and 50, Wellington Street, Glasgow, C.2.

Over 1,200 motorists attended a film show held by St. Andrews Motors, Ltd., Newcastle-upon-Tyne. A large selection of motoring films was shown, including "Charterhall," a pictorial record of the Winfield Joint Committee's 1953 international meeting at that venue.

Mr. G. E. H. Hall has been appointed general manager of Sheepbridge Stokes, Ltd. and British Van Der Horst, Ltd., member companies of the Sheepbridge group, producing centrifugal castings and engine cylinder liners.

In addition to their range of new piston type spring dampers for replacement purposes, Girling, Ltd. have introduced a range of factory rebuilt units. The types included are the P5, P6, P7, PR5, PR6, and PR7. Spring dampers handed in by owners under the scheme have an exchange value.

Laycock Engineering, Ltd. intend to open a showroom and service depot in Birmingham. Mr. Cyril V. Abson, the Laycock representative in Birmingham, Midlands and South Wales area, will be in charge. As Birmingham will now claim more of his time, he will relinquish his South Wales area representation in favour of Mr. J. Reeves, formerly the Laycock service engineer for South-west England.

The Armstrong Siddeley Sapphire with which Mr. W. M. Couper won the *grand prix d'honneur* in the Monte Carlo Rally *concours de confort* and the R.A.C. Challenge Trophy for the highest finisher with the most comfortable car, was fitted with a Trico windscreen washer and a Marchal Girofar spot light. The Lancia of Louis Chiron was fitted with Marchal lighting equipment.

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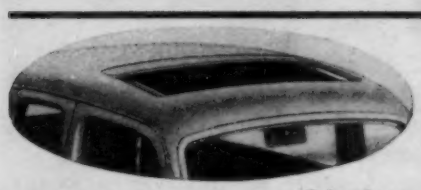

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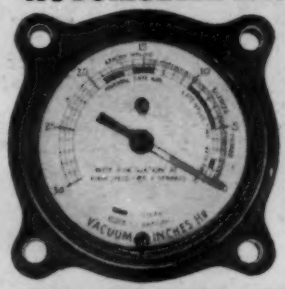

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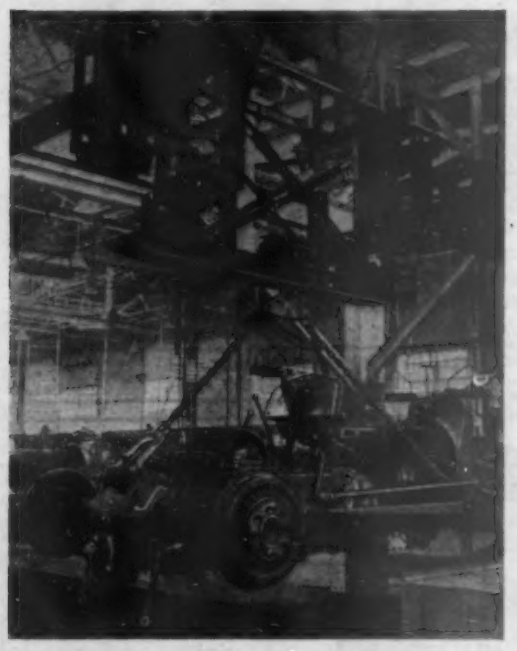

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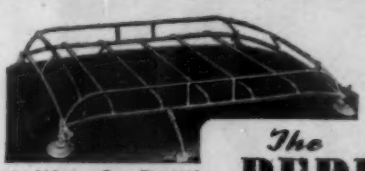

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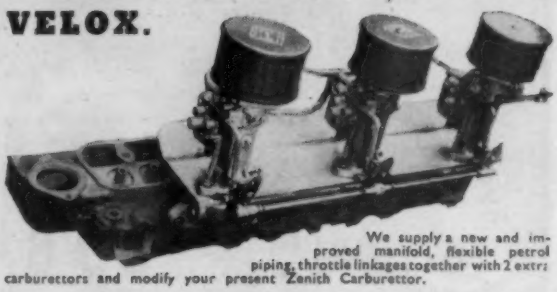

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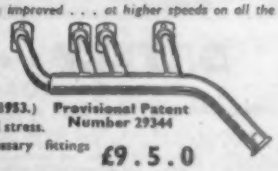

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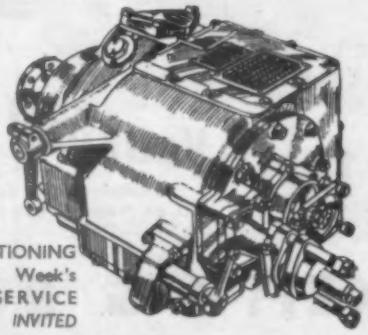

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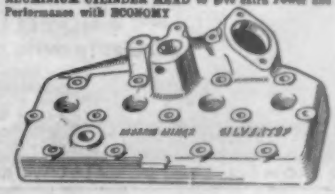

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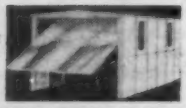

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£190	1951	TRIUMPH Renown Saloon	£595
£115	1947	HILLMAN Minx Saloon	£345
£129	1947	HILLMAN Minx Utility	£385
£189	1952	HILLMAN Minx Convertible	£565
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£82	1939	RAILTON 17 Sports Saloon	£245
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Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

PRESS DAY 1st POST MONDAY. Trade advertisements are accepted by telephone up to 12 noon, Waterloo 3333. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 9900, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme fatilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.
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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 A.C. Petite, the first used model to be offered by us, 1,500 miles only, completely as new throughout; 259gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

HAROLD SIMONS, Ltd., offer:—

1952 (July) A.C. saloon, grey, blue leather; this car has been the property of one most careful owner since new and has covered only 12,000 miles, fitted with heater, windscreen washers and badge bar, this hand-made car will satisfy the most discriminating buyer; at £1,000 under its list price undoubtedly excellent value at £850; 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

SURREY AUTOS (HORSLEY), Ltd., offer:—

1950 A.C. 2-litre saloon, grey/red, H.M.V. radio, heater, twin passlights, whole car in immaculate condition; £585.—Epsom Rd., East Horsley. Tel. 208. [6973

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1949 A.C. saloon, 37,000m., excellent condition, £495; could deliver.—24, Northway, Maghull, Liverpool. Maghull 456. [7158

1951 (October) A.C. 2-litre saloon, colour blue, blue leather, heater, radio, new tyres, taxed, one owner; £695.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1951 A.C. saloon, green, beige interior, taxed, immaculate condition; £675.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

575gns.—A.C., October, 1949, 2-litre sports saloon, grey, red leather, one owner, unmarked; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

£645!!!—A.C. 2-litre sports saloon, 1951, a really immaculate specimen finished in black with red hide upholstery, one professional owner only since new the whole car has the appearance of having had very little use. Combining as it does elegance of line with truly magnificent performance, this car represents wonderful value, being offered at only a fraction of its list price when new.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

XXX 1951 (September) A.C. 2-litre saloon, finished clipper blue with blue leather, very fully equipped and fitted with heater, overriders and pass lamp, a really immaculate one-owner car, supplied by us new, thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

A.C. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1950-53 saloon, immaculate condition essential; distance no object.—Price, particulars, Box 3557. [7159

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

EXCHANGE 1953 (March) Ford Zephyr, black with red leather, radio, heater, 9,000 miles, or 1951 (November, 1950) A.C. 2-litre saloon, black with beige leather, radio and heater, 24,000 miles, and cash for late model A.C. saloon.—Tel. Sheffield 52404, in office hours. [6979

SALES & WANTS

Turn to page 81 for Advertisement Form

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See page 81

ALFA-ROMEO

BARTLETT.—Alfa-Romeo 1,750 s/c 100mph Zagato 2-seater, innumerable extras, superb condition; £550; also coupe, price £325.—27a, Pembridge Villas, W.11. [C1015

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0214/R

ALLARD

B. J. HUNTER, Ltd., offer:—

1950 Allard P saloon just fitted new tyres, really as new; choice of 2 from £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1951 model (actual Motor Show exhibit) Allard K.2 super sports 2-seater, french blue, blue leather, alloy heads fitted recently, windscreen washers, full width windscreen demister, fitted suitcases mileage 28,000, exceptional condition; £565.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1085

RICHARDS & CARR always best value.

1951 K2 2-seater, one owner, spotless condition, £595.

1949 J2 2-seater, Mercury engine, twin S.U. carbs., h.c. heads; £495.

1949 drop head coupe, radio, very trim; £345.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C1045

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer.—

1951 (Oct.) Allard P.1 saloon, black, radio, one owner, 20,000 miles only; this car is in superb order throughout; £565.

SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1951 (July) J2 2-seater De Dion axle, £550 terms exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

£365.—Allard 4-seater close-coupled coupe with special streamlined coachwork, repainted, reconditioned engine.—Box 3585. [7231

ALLARD 1952 saloon, gunmetal, really fine condition; £595; consider exchange small car; terms considered.—Langham 7351 or 4809. [6992

ALLARD 1952 d.h.c. M.2X, immaculate, all extras, 6,200m. only, offered by professional man; £625 o.n.o.; seen London area.—43, Eagle Lodge, N.W.11. Mes. 2466. [7098

CAMDEN MOTORS for Allards.—1952 foursome drop head coupe, beautifully finished in metallic grey with blue leather upholstery, new style frontal treatment, fitted heater passlights, etc., one owner only since new; £645

CAMDEN MOTORS for Allards.—1951 P.1 saloon, 2-seater, radio, finished in black with fawn leather upholstery, excellent runner having been recently overhauled; £495.

CAMDEN MOTORS for Allards.—1950 P.1 saloon, similar to above, in grey/grey, very good all-round condition; £445.

CAMDEN MOTORS for Allards.—1950 foursome drop head coupe black/brown, very fine example, steering column gear change, excellent tyres, new hood recently fitted; £450.

CAMDEN MOTORS for Allards.—1948 (Nov. '47 delivery) 2-seater roadster, recently fitted reconditioned engine, this is one of the nicest examples we have offered, cream with red leather upholstery, many extras; £345.

CAMDEN MOTORS for Allards.—Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue [C1039

395gns.—Allard, 1949, sports 2-seater, high compression heads, excellent condition; choice of three Allards; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1015

ALLARD 1950/51 saloon wanted privately, one owner, low mileage essential; London area.—Box 3568. [7170

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., London S.W.1. Sloane 5424. [W3045

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS

L. F. WARD, Ltd.

1939 4.3 Alvis saloon, by Charlesworth, fitted heater, telecontrol, shock absorbers, very fine car.

L. F. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4043

BROOKLANDS: Alvis London distributors.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £960.

1948 Alvis 14hp Tickford d.h. coupe.

ABOVE cars guaranteed; from £950.

DEFERRED terms. Confidence, solidity, security.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ALVIS 1951 3-litre T.A.21; £995.—Dunham & Haines, 46, Castle St., Luton 2100/1. [C1079

1951 model 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles; £995.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

1951 3-litre saloon, maroon, 24,000 miles; £950.—Mayfair 5242. [C3030

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£50.—Vintage 12/50 Alvis tourer, in good fettle.—O. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [7060

ALVIS 3-litre saloon, metallic grey, late 1951 (1952 modifications), one owner, 16,000 miles; £975.—Campbell Symonds. Arnold 2246. [C1037

1935 Alvis Silver Eagle 16.9 saloon, very good indeed; £145.—Ace of Spades, Great West Road, Hounslow 5476 (Osterley Station Tube). [C2050

FOR special Alvis opportunity see Simmons advertisement on page 41.—12, Rex Place, Park Lane, W.1. Tel. Grosvenor 1183 and 2635. [7171

£275.—1938 Alvis 12/70 d.h.c.; this is a very good car indeed and the list of replacements is far too long to give here; seen in Northern Ireland.—Box 3447. [6922

1939 Alvis 16.9 saloon, from Jersey, registered 1951, 54,000 miles, £200 reconditioning past 2 years, very good all round; £235.—16O.M.Q., R.A.F. Marham, Norfolk. [7058

1949 Alvis T.A. 14 sports saloon, one owner, one of the finest of its kind, guaranteed; £675.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

1951 Alvis 3-litre saloon, one owner, radio and heater superb condition, guaranteed; £950.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1952 Alvis 3-litre saloon, black, red leather, 25,605 miles, supplied and maintained by us, very good condition.—Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [6967

1950 Alvis 14 saloon de luxe, heater, 24,000 miles only, exceptional condition.—Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [6968

725 gns.—Alvis 14, 1950, saloon, sliding head, leather, radio, heater, carefully used, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W3003

Alvis Cars Wanted

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GATEHOUSE MOTORS buy for cash Alvis 12/70 coupes and saloons.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

CHILTERN CARS urgently require 12/70, Speed 20 and Speed 25 coupes and saloons.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [0391/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5836-7-8. [0591/R

KINGSTON-ON-THAMES Alvis agents & specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 34, Eden St. Kin. 2241-2. [S4053/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951 Chrysler sedan, 4-door, heater, green, 11,000 miles.

RHD 1951 Nash sedan 4-door, radio, heater, extras, brown/gold, low mileage.

RHD 1949-50 Pontiac 2-door, radio, heater, windscreen washers, champagne pink, moderate mileage.

1949 Buick 2-door, radio, heater, black, moderate mileage.

1951-2 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.

1947-8 Cadillac convertible 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

1951 Oldsmobile 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1949 Oldsmobile sedan 4-door, radio, heater, Hydramatic, grey, moderate mileage.

1947 Oldsmobile 4-door, green, moderate mileage.

1949-50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [C4015

CAMDEN MOTORS offer:—

STUDEBAKER drop head coupe, 1950, 22hp right-hand drive Champion in leather, with overdrive, radio and heater.

STUDEBAKER Commander 26hp 6-seater saloon, 1948, right-hand drive

STUDEBAKER Champion 22hp 4-door saloon, 1948, right-hand drive, leather upholstery.

PONTIAC Streamliner drop head coupe, 1946, full foursome, right-hand drive.

BUICK Super 8 saloon, 4-door model, 1947, right-hand drive.

BUICK Super 8 saloon, 2-door model, 1948, right-hand drive.

BUICK Series 40 Special 8 4-door saloon, 1949, right-hand drive.

PACKARD Clipper 20hp 4-door saloon, 1947, right-hand drive.

PACKARD Clipper 29hp 4-door saloon, 1947, right-hand drive

CHRYSLER Windsor 29hp saloon, 1952, right-hand drive, 9,000 miles.

ALSO 35 pre-war American cars, saloons, drop heads, Club coupes.—For full details, write, call or 'phone, Camden Motors, Leighton Buzzard, Beds. Tel. 3041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

METCALFE & MUNDY, Ltd.

1949 Studebaker Champion r.h.d.

1949 Cadillac convertible.

1948-9 Cadillac saloon.

1947 Pontiac convertible, all extras.

1947 Cadillac convertible.

280 Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

TAYLOR & CRAWLEY offer:—

1948 Cadillac convertible, power operated throughout, radio, heater, covers, new hood, most immaculate condition and a very attractive car; £1,275

HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

RHD Lincoln Mercury Club coupe, 1949, one owner, numerous extras.—Valentine 4674 after 6. [C2018

J. THOMPSON MOTORS, Ltd., offer selection late models American cars, also station wagon (Pontiac) 4-door, radio and heater, all wood, specimen car.—91-95, Fulham Rd., South Kensington. Kensington 4858. [C4028

AMERICAN CARS

£666!!! Oldsmobile 1948 aerodynamic sports saloon, magnificent throughout and looks worth double.—Below.

£666!!! Studebaker Landcruiser, 26hp magnificent 6/7-seater, fitted radio, heater, etc., etc., looks a million dollars, very economical.—Below.

£525!!! Kaiser Frazer saloon de luxe, magnificent vehicle, K series, similar to 1951 model, absolute gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—15/14, Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. [C1027

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted

REG TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 31. [W4064

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors) offer:—

1952 Armstrong Siddeley Whitley 6-light saloon, preselector gears, radio, grey; £825; one week's free trial, guaranteed; deferred terms available. 184-188, Gt. Portland St., W.1. Museum 1001. [C3059

CAR MART, Ltd.,

1952 Armstrong Siddeley Lancaster saloon, heater; £795.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1059

SCOTT CARS offer:—

1950 Armstrong Lancaster, radio, heater, one owner, immaculate; £515.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

1952 (Mar.) Whitley saloon, grey, 13,500 miles, one owner, virtually unscratched; £845.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HAROLD SIMONS, Ltd., offer:—

LATE 1943 Armstrong Siddeley Hurricane drop head foursome coupe, black/brown leather; £455.—Below.

1950 Armstrong Siddeley Sunshine Lancaster 4-door saloon, black, brown leather, £595; both unblemished appearance, splendid mechanical condition; 3 months' written guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 Armstrong Sapphire, finished black, beige leather, heater, mileage 2,000, immaculate condition throughout; £1,595. [C1001

1939 16 saloon, definitely superb throughout; £258.—Value Cars Ltd., East Sheen. Prospect 7520. [C4068

1948 Armstrong Siddeley Typhoon, owned and driven by proprietor since new; £450.—Egham Motor Co., Egham. [7201

£495!!!—Armstrong Siddeley Lancaster saloon de luxe, 1948 model but in spotless condition throughout; choice 2.—Below.

£465!!!—1948 Armstrong Siddeley Hurricane drop head coupe, 4/5-seater, immaculate and outstanding.—Below.

£395!!!—1946/7 Hurricane drop head coupe, carefully used and magnificent throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£335.—Armstrong Hurricane coupe (Oct. 1946), grey with grey leather.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

NEW Sapphire 6-light saloon, black/red; list price; part exchange, cash either way.—Fuggle, Bushey Heath, Herts. Tel. Bushey Heath 1685. [C2017

1946 (Aug.) Armstrong Siddeley 16hp Lancaster model, very nice and clean, radio; £425 or near offer.—Green Garage, Harlow, Essex. 3249. [7096

1951 Armstrong limousine, 6,000 miles; £1,095.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Euston 5228 (5 lines). [C1050.1

£95.—1936 Armstrong 12 2-door sports saloon, exceptionally clean, £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ARMSTRONG SIDDELEY 7-passenger limousine, 26hp, blue/black leather interior, beautiful condition; £465.—Frankland, Wellington Rd., Wanstead [7105

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

CAMDEN MOTORS for Armstrong Siddeleys.—1952 Whitley saloon, manually operated gear box, one owner since new, very nominal mileage; £795.

CAMDEN MOTORS for Armstrong Siddeleys, 1948 Typhoon sports saloon, beautifully finished in beige with brown leather upholstery, serviced and maintained since new by distributors; £445.

CAMDEN MOTORS for Armstrong Siddeleys.—1946 Hurricane drop head foursome coupe, one change of owner since new, immaculately finished in grey with red leather upholstery, new hood fitted in August of last year, built-in air conditioning; £435.

CAMDEN MOTORS for Armstrong Siddeleys.—1947 Hurricane drop head foursome coupe in excellent all-round condition, black with brown leather upholstery, 3-way hood position, good tyres; £365.

CAMDEN MOTORS for Armstrong Siddeleys.—1939 Atalanta special bodied sports saloon, condition definitely as new; £395.

CAMDEN MOTORS for Armstrong Siddeleys, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

1950 Armstrong Lancaster; £545.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Euston 5228 (5 lines). [C1050

1939 Armstrong Siddeley saloon, very nice condition; £245.—Jacquer, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1951 Armstrong Siddeley Whitley saloon, blue, spotless condition; £750.—Apply Star Lane Garage, Ltd., 70, Brighton Rd., Hooley, Coulsdon, Surrey. Downlands 237 [6941

1937 Armstrong Siddeley, one careful owner since new, condition equal to any post-war model; £195.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26, Sydenham 6129. [C2066

CAMDEN MOTORS for limousines—the largest selection in the country, over 60 in stock including Armstrong Siddeleys.—See under "Limousine," Classified Section, in this issue. [C1035/1

1949 Armstrong 16hp Lancaster 4-door sun saloon, beige/brown hide interior, low mileage, immaculate; £465; consider part exchange.—14, Offington Gardens, Worthing. Swandean 849. [C4027

495 gns.—Armstrong Siddeley, late 1948, Lancaster 4-door saloon, sliding head, leather preselector, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Armstrong Siddeley, 1947, Hurricane drop head coupe, manual gearchange, heater, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

1952 (Oct.) Whitley 6-light saloon de luxe, black with brown hide, 12,000 miles only, one owner, beautiful condition, reasonably priced.—Reeve & Stedeford, Ltd., Broad St., Birmingham. Mid. 0842-3. [6624

1953 (July) Sapphire 6-light de luxe saloon, grey with red upholstery and fitted radio, heater and electric change; one owner, small mileage, indistinguishable from new, 3 months' guarantee; £1,525; demonstrations anywhere, exchanges, extended credit facilities.

ASHMORE'S (AUTO ENGINEERS), Ltd., Roebuck Lane, West Bromwich, Staffs. Tel. Wes. 0766. [7024

LIMOUSINES, selection 1951/16hp, forward occasionals, partition, leather throughout, mileage 15,000, black, similar model, cloth upholstery, 21,000 miles, £935. Privately chauffeured, certified mechanically, immaculate. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, official Armstrong Siddeley retailers and repairers.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-189, Gt. Portland St., W.1.—Museum 1001. [0835/R

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls service, 48 hours' exchange engine service; prompt guaranteed work by specialists.

PRESSELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3 Ken. 7301. [0644/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS & JOYCE, Ltd. England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431) [0760/R

ASTON MARTIN

GUY SALMON AUTOMOBILES offer:—

1951 Aston Martin D.B.2 drop head coupe, Vantage engine, this car has been most meticulously maintained, excellent history; £1,675.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ASTON MARTIN

H. W. MOTORS, Ltd., offer:—

1953 (June) Aston Martin DB.2 saloon, fitted vantage engine, guaranteed 6,000 miles; £2,250.

1952 Aston Martin DB.2 saloon, fitted vantage engine, radio, outstanding condition, nominal mileage; £1,950.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6 [C2042

BROOKLANDS: Aston Martin sole distributors.

1954 D.B.2/4 models available; show and demonstration.

1953 Aston Martin D.B.2 saloon, 6,000 miles.

1952 Aston Martin D.B.2 saloon, immaculate.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-3-3, offer:—

7000 miles; 1952-3 Aston Martin DB.II saloon, Vantage engine, one owner, finished blue, fitted suitcases, immaculate condition throughout; £1,995. [C1001

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

BARTLETT will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.,

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

DICKS.

1939 Austin Big 7 saloon, very economical; £185.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6688-9. [C1072

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 Austin 2-door Big 7 saloon; £150.

AUSTIN House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

£30.—Austin Chummy 4-seater tourer, 7hp, beautiful runner, bargain for enthusiast.—Haverstock Garages, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

£145.—1939 Austin Big 7 4-door saloon, good order throughout, any trial.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. [7197

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

CAR MART, Ltd.,

LONDON Distributors.

1953 Austin A30 4-door saloon; £465.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30 saloon, grey, low mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1953 Austin A30 4-door saloon, fitted heater, colour black, mileage 5,000, taxed; £465.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [C4009

1953 (August) Austin A30 4-door saloon, Windsor grey, heater, Undersealed; £460.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

195 miles!!—Austin A30 4-door saloon, black, heater, as new, £485; terms, part exchange.—Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9875. [7154

Austin A30 Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

WHITBYS OF ACTON, Ltd.

£285.—1946 Austin 8 4-door sun saloon, black, brown leather, exceptionally well maintained.—273, Acton Vale, London, W.3. She. 5355. [7146

AUSTIN EIGHT

£295!!!—1946 Austin 8 saloon de luxe, excellently maintained throughout.—Below.

£245!!!—1946 (reg.) Austin 8 sports 4-seater, carefully used, just ..ad rebore, etc.; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 Austin 8 saloon, one owner, £325; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1940 Austin 8 4-door saloon, black, above average condition, one previous owner; £240 or near.—Epsom 454. [7064

£295.—A very nice September 1947 Austin 8, in exceptional condition.—80, Kingsbury Rd., N.W.9. Col. 7542. [7068

1947 Austin 8, reconditioned engine, excellent, guaranteed; £290; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1947 Austin 8 4-door sun saloon, black/brown leather, excellent condition; £325.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1947 Austin 8hp 4-door saloon, immaculate condition, £355; terms and exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 5122 (opp. G.P.O.) [C3055

325 gns.—Austin 8, 1947 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

AUSTIN 8 1946-47 wanted, in faultless condition; no dealers.—65, Highbury Park, N.5. Can. 1650. [3328

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1939 Austin 10 Cambridge sun saloon, unrepeatable bargain; £150.

AUSTIN House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

1938 Austin 10, excellent order throughout, £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1946 Austin 10 saloon, excellent, guaranteed; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

AUSTIN 10, '47, coachwork unmarked, a very clean car indeed; £350; terms and exchanges.—204, Ballards Lane, N.3. Finchley 2920. [7195

1947 Austin 10 sln., black, very sound; £330.—Smith & Hunter, 576, Kensington High St., W.14. Western 2512. [C4019

1947 Austin 10 de luxe, one owner, immaculate; £335.—Jack Porter (Autos), 395, Hendon Way N.W.4. Hendon 1423-4. [C3063

BRUTONS, Ltd.—1946 Austin 10 saloon, black, blue interior; £325.—13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1946 Austin 10, immaculate original condition, £320; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

1947 Austin 10 de luxe saloon, black, £335; also 1940 Austin 10 saloon, £225; both cars in excellent condition.—8, Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1947 Austin 10 saloon, sunshine roof, black, brown leather, excellent condition, guaranteed, £335; also 1936 Austin 10 2-seater, £135; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7067. [C3024

175 gns.—Austin 10, 1937 Cambridge saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2766. [W2057

AUSTIN A40

ALWAYS

AUSTIN A40s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOTT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.,

LONDON Distributors.

1952 Austin A40 Devon saloon, heater; £525.

1951/52 Austin A40 Devon saloon, heater; £475.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer

1952 Austin A40 Devon saloon, green-brown upholstery, radio, heater; £545.

1951 Austin A40 Devon saloon, grey-blue upholstery, radio, heater; £495.

1951 Austin A40 sports, metallic grey, grey upholstery, heater; £565.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

SAUL & SLATTER, Ltd., offer:—

1951 A40, bottle green, sliding roof, heater, one owner; £495.—44-46, Aldermans Hill, N.13. Palmers Green 3631. [C4002

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 Austin Somerset saloon, beige, heater, taxed year; £625.

1951 Austin A40 Devon saloon, sliding roof, heater; £475.

THREE months' guarantee; terms; list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 our director's immaculate Austin (Oct. 1st) sun saloon, H.M.V. radio, heater, overriders, grey/blue hide, taxed quarter, mileage 6,001; £654.

1948 Austin A40 Dorset saloon; £345.

1952 Austin A40 Devon, 10,000 miles, faultless, black/red, immaculate, highly recommended; £500.

AUSTIN House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

1953 Somerset, 8,100 miles, taxed year, heater, sun roof; £615.—Popesgrove 7108. [7048

1952 (June), green 19,000 miles, as new; £595.—Mansfield Autos, Ltd Euston 2587. [C3001

1949 A40; £425.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 412. [C2062

1951 Austin A40, black, excellent condition, taxed; £435.—9a, Black Lion Lane, Hammersmith. Riverside 6250. [7066

1953 Austin A40 (February), 11,000 miles, colour beige, in excellent order and condition; £565. —Haskins, Ladbroke 1155. [C3027

1950 Austin A40, one owner, excellent order throughout; £485; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 (August) saloon, dark green, with heater, one careful owner; bargain, £495.—Campbell Symonds, Wembley 6262. [C1037/1

SOMERSET saloon, 1952 (Oct.), negligible mileage; £555; exchange 2-str. or coupe.—45, Shirehall Park, N.W.4. Hendon 1648. [7026

£565—1952 Somerset, heater, many accessories, ex demonstration car.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2022

1951 Austin A40 Countryman, one owner, 16,000 miles, £535; part exchanges, deferred terms. —Chain of Ealing. Perivale 4404/5. [C1043

1951 Austin A40, steering column gears; £495 (choice of three).—Steele Griffiths, London, S.E.5. Rodney 2201, Brixton 7354. [7008

1948 Austin A40 saloon, recent engine overhaul; £425.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 Austin A40 Devon saloon, green, fitted heater, windshields, etc., really good condition; £425.—Below.

1950 Austin A40 Devon saloon, one owner, heater, radio and sunroof; £450.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1951 Austin A40 saloon, bottle green, brown leather, unmarked; £485.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011

1953 (Dec., '52) Austin A40 saloon, grey, heater, 14,000 miles, one owner, taxed; £565.—Litherland Motors, Liverpool, 21. Tel. Waterloo 2625. [6938

1951 Austin A40 saloon, September registration, black brown leather, heater; £490.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1952 Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £570, also similar car 11,000 miles, £585.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1952 (August) Austin A40 Somerset saloon, blue, heater, 13,000 miles, immaculate; £555.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. [C3067

1952-3 Austin A40 Somerset sun saloon, hide interior, heater, as new; £585; consider part exchange.—14, Ofington Gardens, Worthing. Swandean 849. [C4037

1950 (December) Austin A40 de luxe saloon, olive green, heater, one owner, excellent condition; £475.—Pangbournes Garage, Arragon Rd., Twickenham. Pop. 1960. [7141

£495—1951 A40 saloon, black, brown leather, nominal mileage, heater, very nice car indeed.—Elm Autosales, 66, Hartfield Road, Wimbledon, S.W.19. Wimbledon 4625. [C2067

£585—1952 Austin A40 sports, cream, red interior, radio and heater, exceptional condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

ROYS offer 1949 A40 Countryman, excellent throughout; £395; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Tube Station). Euston 2700 and 3894. [C3059

1950 A40 Devon 4-door saloon, recently overhauled, excellent condition, guaranteed, £450; exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1951 (late) Austin A40 de luxe saloon, one owner, immaculate throughout; £510; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2980. [C2035

AUSTIN A40

575gns.—Austin A40, October, 1952 Somerset saloon, Romney blue, fawn leather, heater, one owner, 8,900 miles, exceptional; terms, exchanges.—Rowland Smith, below.

575gns.—Austin A40 sports, September, 1952, convertible coupe, Romney blue, grey leather, heater, exceptional, cost over £900; terms, exchanges.—Rowland Smith, below.

545gns.—Austin A40, November, 1951, G83 Devon saloon, pastel green, brown leather, steering column gearchange, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

475gns.—Austin A40 1951 Devon saloon, sliding head, leather, heater, one owner, excellent condition; choice of 9 A40s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Austins.—1951 A40 saloon in grey with blue leather, very carefully used and maintained since new by Austin distributors, bills, etc., available for monthly servicing, £535; also one in green, genuine 12,000 miles and in super immaculate order.

CAMDEN MOTORS for Austins.—1951 A40 sports coupe, finished cream with red leather, very smart little car, delightful performance; £545.

CAMDEN MOTORS for Austins, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

1950 A40 saloon, sun roof, black with brown leather, radio heater, immaculate condition, guaranteed; £475; exchanges, terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

AUSTIN A40, '51/'52, a superb example of this popular model, green with brown upholstery and virtually unmarked, low mileage with one careful owner, heater is fitted; £525; easy terms if required; car, motor cycle or combination in part exchange.—Cooes, 481-487, Bagley Rd., B'ham, 17. [6963

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

Austin A40 Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube). N.W.3. Ham. 6041 [W4018/R

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for A40 or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

AUSTIN TWELVE

1939 Austin 12 saloon, black, brown leather, new engine, one owner, carefully maintained; £225.

GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [6965

1938 Austin 12.4, recon. engine, starter, new carb., radio, taxed, good condition; £190.—White, Wem. 8196. [6964

£190—1938 Austin 12 Ascot saloon, black, excellent condition.—Haverstock Garages, Haverstock Hill N.W.3. Gulliver 2662. [C2072

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R

AUSTIN SIXTEEN

1946 Austin 16 sal., black, one owner, showroom condition; £350.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1948 Austin 16, black and brown, in extremely fine condition; £385.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0269. [C2053

AUSTIN SIXTEEN

FUNERAL Trade, Hearses Austin 16hp brand new, early delivery illustrated brochures write ALPE & SAUNDERS (COACHBUILDERS), Ltd. Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. [7029

1947 Austin 16hp saloon, heater, one owner, excellent condition throughout; £325.—Egham Motor Co., Egham. [7200

1948 (October) Austin 16, heater, immaculate; £395.—Jack Forner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

275gns.—Austin 16 1946 saloon, leather, radio, heater, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Austin 16 saloon, green, brown hide upholstery, fitted heater and sun roof, in immaculate condition throughout; £395.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

HIRECAR, 1951 partitioned black Limousine, 7-forward, leather, genuine mileage 2,500 only, reasonable cost, selection from £695. Certified mechanically. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

AUSTIN A70 & A90

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.,

LONDON Distributors.

1953 Austin A70 Hereford saloon, heater; £725.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd

1952 Austin A70 Hereford saloon, black, excellent condition; £645.

NEWNHAM House, 235-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

H. A. SAUNDERS, Ltd., offer

1951 Austin A90 sports saloon, black-red upholstery, heater; £645.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige, heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HENDON CENTRAL GARAGE Ltd., offer:—

1951 A70 Hereford saloon, fitted heater, radio, perfect condition; £565.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1952 Austin A90 saloon, black, 15,000 miles; another, blue, one owner; £695.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052

1952 (June) Atlantic hardtop saloon, heater, radio, etc., terms, exchanges; £595.—Battersea 4313. [7093

GUY ALFREDS & CO., Ltd.—1951 Austin A70 saloon, mileage 8,900 only, heater, superb; £545.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Austin A90 sports saloon, black, one owner only; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1951 Austin A90 sports saloon, H.M.V. radio, heater, 21,000 miles, specimen; £645.—J. R. Inwards, Ltd., High St., Ruislip 3053-4-5. [7216

A70, 1951, really nice order throughout; £495; consider exchange small car, terms considered.—Langham 7351 or 4809. [6993

1951 Austin A90 saloon, blue with grey leather upholstery, radio, heater and many other extras, one owner, carefully maintained; £595.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

£575!!!—1951 Austin A90 electric convertible, specimen condition, as new throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1952 (Oct.) Austin A70 saloon, heater, 21,000 miles; £585.—Middlesex Motors, Harrow 0022. [7147

1953 (May) Austin Hereford saloon, licensed 8 weeks only, mileage 3,000; £85gns.—Weybridge 6000. [C4025

1952 (April) A70 Austin Hereford saloon, heater, leather, mileage 21,000, one owner; £585.—Dry's Garages, Kenton, Wor. 1143. [7021

1953 Austin A70 sun saloon, Buckingham green, 11,000 miles only; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

CAMDEN MOTORS for limousines—the largest selection in the country, over 60 in stock including Sheerlines.—See under "Limousine," Classified Section, in this issue. [C1035/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1951 A90 saloon, one owner, linkmats, heater, low mileage; £595.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [3045

1952 Austin A70, 9,000 miles, fitted heater, loose covers, as new; £625; exchanges, terms.—Blue Star Garage, 364, Kensington High St., W.14. Wes. 9951. [6947

EXCEPTIONAL A70 sun sal., 1953 series, serviced monthly, immaculate, as new, many extras, one owner; will accept nearest £675; terms arranged.—Tel. Dunstable 843. [7240

£465.—Austin A90 electric convertible, reg. 1953, red with cream leather new Michelins, heater, etc.—W. A. Jordan, Holme Flour Mills, Biggleswade, Beds. Tel. 2001. [6911

1952 Austin A70 convertible, heater, 12,000 miles, beautiful condition; £685.—Taylor and Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Sio. 5213. [C4036

AUSTIN A90 drop head 1950, electric hood and windows, pale blue, cream leather, heater, radio, recently overhauled, privately owned; £480.—10-5 p.m., Chancery 5448. [7138

1950 Austin all-electric convertible coupe, radio, heater, etc., one owner, £490; also 1951 Austin Atlantic saloon, all extras, £550.—Wheelers (Newbury), Ltd. Tel. Newbury 1020-1. [7018

£595.—1953 (March) Austin A70 Hereford saloon, fitted heater, taxed; ⅓rd deposit accepted; really nice car.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [7034

£595!!!—1951 Austin A90 all-electric drop head coupe, built-in radio and air conditioning, a very fine example of this extremely popular model, beautifully finished in ivory with leather upholstery to match, extras include Rimbellishers, passlights, twin mirrors, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

Austin A70 and A90 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Road, Ealing, W.5. Ealing 6600. [0353

A90 convertible required by private buyer.—Oakhurst Hotel, The Ridge, Hastings 515411. [7059

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN EIGHTEEN

ACRES offer:—

1939 Austin 18, black, blue leather upholstery, mechanically perfect, in post-war condition; £325.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

GORDON landaulet, December, 1937, with division, forward occasionals seating 7; £295.—Ralph Davis, Ltd., Potters Bar 2371 [5981

1938 Austin Windsor 7-passenger long chassis saloon, excellent order; £325.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1936 Austin 18hp limousine, black, forward occasionals, excellent condition; £275.—Frankland, Wellington Rd., Wanstead 3609. [7104

CAMDEN MOTORS for limousines—the largest selection in the country, over 60 in stock including Austins.—See under "Limousine," Classified Section, in this issue. [C1035

LIMOUSINES, 1939, Iver, partition, forward occasionals, leather, black, carefully maintained, definitely 1950 condition throughout, also 1937 Limousine, 7-forward, leather, exceptional order, £195. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN TWENTY

LIMOUSINE, 1937, Mayfair, partition, 7-forward, leather, magnificent throughout, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN TWENTY-EIGHT

GUY ALFREDS & Co., Ltd.—1940 Austin Ranelagh limousine, forward occasionals, one owner only; £385.—6-7, Warren St., W.1. Euston 3268. [C1005

CASS'S MOTOR MART.—1939 Austin Ranelagh limousine, blue, engine just reconditioned, one owner, not used on hire.—5, Warren St., W.1. Euston 4110. [C1040

AUSTIN A125 & A135

ACRES offer:

1950 Austin Princess saloon, black with brown leather upholstery, heater, radio, beautifully kept and maintained by one titled owner; £775 secures.

1949 (late) Austin Sheerline, grey, many extras, well-kept car; £575.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a

1951 Sheerline saloon, superb condition, low mileage; £695.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

AUSTIN A125 & A135

CAR MART, Ltd.,

LONDON Distributors.

1952 Austin A125 Sheerline saloon; £795.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

NEWNHAMS, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

AUTOMOBILIA, Ltd., offer:—

1949 Austin Sheerline 4-door de luxe sunshine saloon, steel grey, grey leather, radio, heater, fog lamps, low mileage, excellent condition; £595.

ALSO 1950 Sheerline black, beige upholstery, one owner, 21,000 miles, indistinguishable from new; £695.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1068

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1950 Sheerline saloons, radios, heaters, choose from Austin House stocks, low mileage; £595.

AUSTIN House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

FUNERAL Trade Sheerline Hearse, brand new, immediate delivery; illustrated brochures, write ALPE & SAUNDERS (COACHBUILDERS), LTD. Head Office Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161. [2669

1952 Austin Sheerline limousine, exceedingly good condition; £1,295.

1950 Austin Sheerline saloon, black; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1950 Austin Princess, black with beige leather, one owner from new, excellent condition; £795.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer:—

1951 Princess saloon, black, one owner, radio and heater 21,000 miles, new tyres, really outstanding condition, guaranteed 3 months; £1,045.

SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5956. [C2010

1949 (June) Austin Sheerline, excellent condition; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949-50 Austin Sheerline saloon, steel grey, radio, heater, in exceptional condition throughout; £565.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

AUSTIN 135 Princess, 1950 (May), black, beige leather, radio, heater, carefully maintained, excellent condition, attractive price.—Inglis Automobiles, Ltd., 64, Pitt St., Edinburgh, 3. Tel. 26287. [6972

£890—1953 (May) Austin Sheerline saloon, fitted radio, heater, taxed, colour grey; ⅓rd deposit accepted; immaculate car.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [7035

£595!!!—1949 (Sept. reg.) Sheerline saloon, director's car, chauffeur maintained and in quite unblemished condition, pastel grey finished with elegant grey leather interior, built-in radio and heater, fitted tailored loose covers.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035

795 gns.—Austin Sheerline, 1952 series de luxe saloon, steel grey, sliding head, grey leather, heater, radio, automatic jacking, one owner, very carefully used exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LIMOUSINE, selection private 1951/1952 partitioned Sheerlines, forward occasionals, genuine low mileages, first class condition, competitive prices. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

C
M

THE CAR MART Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House 150 Park Lane, W.1 Grosvenor 3434 [0552/R

7-SEATER Sheerline Limousine required—cash waiting. Alpe & Saunders Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

1952 Austin A70 saloon, beige with brown leather; £650.

AUSTIN Sheerline (1950), black with fawn leather; £750.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [4022

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models, distance no object.—Lord St., Southport. Tel 2268. [0788/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 253. [0541/R

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Austin Spares and Service

A

FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock, open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123 [0414/R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0252

THE CAR MART, Ltd

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART Ltd. Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN & Co.,

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus 1932. [0500/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks, 84. [0305/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood's first.—44-47 Newington Causeway, S.E.1 Hop 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769 [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/3. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

C
M

CAR MART, Ltd.

1952 Bentley 4½-litre Standard steel saloon; £2,850.

1951 Bentley 4¼-litre Standard steel saloon; £2,450.

1950 Bentley 4¼-litre Freestone & Webb saloon; £2,850.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 5,000; price £4,000.

1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £3,750.

1951 (Jan.) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.

1950 (June) Mark VI Standard Steel saloon, mistletoe green with tan leather upholstery, mileage 29,000; price £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

SLOCOMBES, Ltd.

£2655.—Mark 6 1951 with special finish in light grey and R.S. maroon, most exceptional car; low mileage; terms and exchanges with pleasure.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869; nearest Underground: Dollis Hill Station. [C4017

P B. Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel Ken 9477/7478. [C5055

JACK OLDING, Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—

1953 (July) 4½-litre, large bore, big boot, standard steel saloon; £3,750.

1951 (January guarantee date) 4¼-litre standard steel saloon, black/brown leather, one owner, 35,000 miles; £2,550.

1950 (Jan.) 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 (March) 4¼-litre 2-door Countryman saloon, two shades of grey and polished wood, grey leather, 38,000 miles; £2,350.

1949 (Aug.) 4¼-litre standard steel saloon, black and blue, blue leather; £1,975.

1935 (March) 3½-litre Park Ward saloon, black/blue leather, radio; £595.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5030

1936 Bentley 4-door sports saloon, colour black; £495.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C5038

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

J

B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1950 Mark VI Standard saloon; painted grey and upholstered in brown hide; one owner; speedometer reading 45,000 miles; price £2,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1082

TAYLOR & CRAWLEY offer:

1948 Bentley Mark VI with James Young 4-door sports saloon, 49,000 miles, very well maintained throughout; £1,975.

1948 Bentley P.S.C. saloon, immaculate throughout, full and very satisfactory history; £1,795.

1948 Bentley P.S.C. saloon, very well maintained; £1,695.

1947 Bentley Mark VI with most attractive 4-door saloon by Freestone & Webb, 40,000 miles; £1,895.

1947 Bentley Mark P.S.C. saloon, 64,000 miles, two-tone grey, in very nice condition; £1,545.

1939 Bentley 4¼-litre overdrive with standard Park Ward 4-door saloon, exceptionally well-kept car; £1,195.

HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

MANN EGERTON & Co., Ltd.

1952 Bentley big bore Mk. VI saloon, 30,000 miles; £2,850.

1950 Bentley 4¼-litre Mk. VI steel saloon, 34,000 miles; £2,350.

1947 Bentley 4¼-litre Mk. VI steel saloon, 36,000 miles; £1,975.

MANN EGERTON & Co., Ltd.

OFFICIALLY appointed Bentley retailers, 14, Berkeley St., London, W.1. Hyde Park 3073. [C2006

OVERSEAS CARS Ltd., offer:—

1935 Bentley 3½-litre saloon, black, Park Ward body; £675; for other Overseas car bargains see page 45.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3051

MASCOT MOTORS, Ltd., offer:—

1938 L.S series 4½-litre Park Ward saloon, complete reconditioning of chassis and coachwork just completed; £975.

1936 F.C. series 3½-litre Mann Egerton saloon, in almost new condition; £750

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1950 Bentley Mk6 standard steel saloons, prices according mileage, grey/blue, 45,400 miles, May delivery, very highly recommended; £2,150.

1948 Bentley Mk6 standard steel saloon, over-hauled, excellent history; £1,750.

AUSTIN HOUSE, 140/144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,725.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1935 Bentley 3½-litre Park Ward saloon, black, brown leather, radio, heater, excellent condition throughout; £550. [C1001

1947 Bentley steel saloon, one owner, excellent condition; £1,675, below.

1947 (Oct.) Bentley Vanden Plas sports 4-door sports saloon, immaculate throughout; £1,895.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557 [C3006

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Bentley (big bore) Mk VI standard steel sal., black, beige leather, chromium luggage carrier, one owner, 42,000 miles, maintained since new by maker's, serviced and guaranteed; £2,625.

1951 Bentley Mark VI standard steel sal., most attractive colour scheme, black and grey with grey hide, one owner, 26,000 miles only, perfect car; £2,750.

1950 (Oct.) Bentley Mk VI standard steel sal., black, beige leather, one owner, 49,000 miles, chauffeur maintained, at present undergoing pre-sale checkover; £2,425.

THE above cars were sold new by us and we can offer them with confidence.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

3½-litre Bentley sports saloon by Salmon, very modern and most attractive car; £595.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel Southbourne 43344. [C4024

CASS'S MOTOR MART.—1936 Bentley 3½-litre Park Ward saloon, heater, radio, outstanding condition.

1937 Bentley 4¼ Park Ward saloon, superb.—5, Warren St., W.1. Euston 4110. [C1040

BENTLEY Mark VI saloon, 25/11/50, one most fastidious owner, attractive price.—Weybridge 600. [C4023

1950 Bentley 4½-litre James Young 2-door sports saloon, excellent condition throughout.—Box 3904. [6298

BENTLEY (3½, 4½-litre and New 4½-litre)

1937 Bentley 4¼-litre Park Ward sports saloon, heater and radio; £700.—Brisbane, Station Garage, Knighton, Radnorshire. [6603

1953 saloon, Tudor grey, leather, radio, heater, covers, low mileage, one owner, as new; £3,750.—Robbins, East Putney. Tel. 4581. [C3010

S/S sal., black/brown leather, latest specification, wireless, heater, screen washers, all extras, reg. 23/11/48, mileage 46,000; £1,895.—TERMS, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [6462

FOR special Rolls-Bentley opportunities see Simmons advertisement on page 41.—12, Rex Place, Park Lane, W.1. Tel. Grosvenor 1188 and 2635. [7172

1949 Bentley standard steel, excellent condition; £1,695.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Tel. Euston 5328 (5 lines). [C1050

BENTLEY Mark VI steel saloon, May, 1951, tudor grey, red upholstery, mileage 33,000, one owner; £2,700.—Morgans, 25/27, City Rd., Cardiff. Tel. 21541. [7227

1939 Bentley 4¼-litre overdrive black 4-door saloon by Park Ward, immaculate condition; £1,100.—S. A. Ingham, Albany Mill, Canal St., Congleton, Ches. [6925

1949/50 Bentley standard saloon, F.V. series, midnight blue, blue interior, absolutely immaculate, one careful owner; £1,950 or exchange.—Bowles, 18, Elm Park Court, Pinner. Tel. 360. [C1085

1934 (Nov.) 3½-litre Bentley sports saloon, radio, telecontrol shock absorbers, well maintained, taxed; £495.—Peerless, 18, Lodge Rd., St. John's Wood, N.W.8. Pri. 5322. [6939

1953 (August) Bentley Mark VI, latest chassis series, standard saloon, black and brown hide, guaranteed mileage 4,000, as new; £3,750.—Roy Galway, 21, Farm St., London, W.1. Gro. 4747. [6976

SANDERSON & HOLMES, Ltd., Derby, the official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.—Tel. Derby 47471-6. [7204

1938 4¼-litre Mulliner drop head coupe, black with beige leather, heater, perfect condition throughout, taxed; £985.—George Newman & Co. (Brighton), Ltd., 39/40, Old Steine, Brighton 26102/4. [7020

1937 Bentley 4¼-litre saloon, fitted most attractive Park Ward body styling, finished black/beige dual colour scheme, pre-war history not available, but well maintained throughout; £650.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [6934

ROSE & YOUNG, Ltd. offer—1938 Bentley 4¼-litre Windover drophead coupe, excellent condition, very pretty car, two-colour scheme; £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

CAMDEN MOTORS for Bentleys.—1937 4¼-litre drop head foursome coupe, April delivery, Park Ward model in black with dark blue leather upholstery and trimming; fastidiously maintained by previous owner and in extremely good all-round condition; £795.

CAMDEN MOTORS for Bentleys.—1937 4¼-litre drop head foursome coupe by James Young, of Bromley; good history, one owner past 14 years, rehore less than 10,000 miles back; £750.

CAMDEN MOTORS for Bentleys.—1937 4¼-litre sports saloon, August, 1937; special Vanden Plas 2-door 4-light model, most attractive body styling, finished black and maroon with wheel discs to match and rich maroon upholstery in Connelly hide, polished mahogany facia fillets; late property titled owner; other cars kept, moderate total mileage and the whole car in most exceptional order; £845.

CAMDEN MOTORS for Bentleys.—Park Ward sports saloon, 1935, one previous owner; the whole car almost entirely original except for carpets and minor items of interior trimming; amazing condition for its year; £650.

CAMDEN MOTORS for Bentleys.—Mulliner sports saloon, 1955 series and chassis, first registered brand new March, 1936; pre-war history not available, but late owner purchased car in June, 1945, from which date records are available of servicing and overhauls; £595.

CAMDEN MOTORS for Bentleys.—Mark VI standard steel saloon, 1947, condition almost indistinguishable from brand new, coachwork and interior devoid of blemish, all extras, press-button H.M.V. radio and built-in heater, etc.; £1,695.

CAMDEN MOTORS for Bentleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

DUNCAN HAMILTON & Co., offer 1940 model 4¼-litre overdrive Rolls-Bentley by Park Ward, colour beige and black interior finish beige hide, fitted electrical heater, demisters, map lights, fog lights, windscreen washers, etc total mileage only 74,000, car in magnificent condition, fitted all new tyres; £1,125.—33, High Rd., Byfleet, Surrey. Tel. Byfleet 3101-2. [C1091

XXX Quite exceptional, 1937 (October) Bentley 4¼-litre, fitted with superb folding head, 4-seater sports coupe body by Messrs. James Young; finished in maroon with red leather, fitted with radio and heater, discs, twin horns, etc.; a car of most attractive appearance with a delightful performance, thoroughly recommended; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

EVANS & O'MALLEY offer 1949 Bentley Mark VI razor-edge saloon by Freestone & Webb, finished in black with red hide upholstery, fitted H.M.V. push-button radio, heater and electric rear blind, this body was built to special order of one previous owner, and the complete vehicle costing £6,700, maintained by Bentleys with excellent history, nominal mileage, one of the most exceptional post-war Bentleys offered; £2,700.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353 and 1709 [6502

4¼-litre Park Ward 1938 Sports Saloon, exceptional throughout black, opportunity, £965. Another Sports Thrupp with boot (registered 1937), immaculate, exceptional throughout, opportunity, £755. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1922 short chassis Red Label, chassis rebuilt, perfect condition, body completely reconditioned by specialists; genuine reason for sale; complete range spare parts included, very good engine assembly; £350 lot.—Heatherlands Garage, Helmshore, Rossendale. Tel. Rossendale 1045. [6983

Bentley Cars Wanted

C

M

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Bentleys.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1013

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R

WANTED, good 3- or 4½-litre tourer.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [W2075

1939 overdrive saloon, coupe, tourer, required; part exchange 1935 saloon.—T. Walley, Abbystead, Lancaster. [7235

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 5362. [0062/R

1935-36 3½-litre drop head coupe or Sedanca coupe wanted by private buyer; must be in excellent condition, with recent overhaul by maker.—Box 3356. [7157

TAYLOR & CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W3030/R

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.,

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223 [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 5362. [0490/R

B.M.W.

£198.—B.M.W. Type 45 1947 drop head coupe, superb appearance and performance, choice two; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, H.P. [C1017

BOND MINICAR

RAYMOND WAY,

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Bond Minicar Mk. C, fitted electric starter and car type battery, trafficators, spot lamps, taxed December, practically unused; 249gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOND, whole car overhauled within last five months, first-class condition; £135.—Tudor 8981. [7045

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9 Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0627/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

L. F. WARD, Ltd.

1953 Bristol 401 saloon, 11,000 miles only, extremely clean car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4043

SLOCOMBES Ltd.

£1795.—Bristol 401, 1952 special maroon finish, radio, heater, low mileage and unmarked; terms and exchange with pleasure.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869; nearest Underground Dollis Hill Station. [C4017

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

PETER BANTOCK CAR SALES, offer:—

1952 Bristol 401, fitted with aerodynamic Italian styled sports saloon body, full 5-seater with large luggage boot; a truly magnificent looking car, virtually new havin done only 2,700 miles: £1,950.—104, High Rd., Chiswick 2725/5870. [C1014

BROOKLANDS.—Individuality, new and used cars.

1953 Bristol 403; mileage 5,200; 404 gear change.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer:—

1950 Bristol 400 saloon, blue, beige leather, one owner, bodywork unmarked, good history from makers, guaranteed; £1,195.

SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BARTLETT.—Bristol 1948/1949 400 saloon, exceptional condition, wireless, heater, etc.: £895.—27a, Pembridge Villas, W.11. [C1013

1948 Type 400 Bristol saloon, modified chassis and bodywork recently overhauled, colour black, £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

Bristol Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Bristols.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

401 Bristol (reasonable price); cash and 1952 Javelin, 6,000 miles, black, series III, engine, radio, heater, £150 worth of extras.—Rugby 2929. [7077

B. & K. THOMAS, Ltd., 17/19, Loughborough Rd., West Bridgford, Nottingham, Tel. 84736, official Bristol retailers, require good used 401 Bristol saloon. [5205

XXX H. F. Edwards offer immediate cash for good Bristol cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

B.S.A.

£125.—1937 B.S.A. 2-seater sports, reconditioned engine, immaculate.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

195 gns.—B.S.A. Scout, 1940 10hp sports 4-seater, leather, reconditioned engine, very good condition; choice of 3 Scouts; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BARTLETT.—Bugatti, one of the rare 57 s/c 130 m.p.h. coupe, almost unmarked; £895.—27a, Pembridge Villas, W.11. [C1013

SUPERCHARGED drop head 4-seater coupe, low mileage, two famous owners only, engine now being overhauled; price £1,200.—J. Lemon Burton, Lonsdale Rd., N.W.6. Mal. 1531 [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn N.W.6. Maida Vale 1531. [0071/R

BUICK

PETER BANTOCK CAR SALES offer:—

1939 Buick Series 40 4/h coupe regularly serviced and maintained by Buick agents, truly an outstanding exam'le of this model; £350.—104, High Rd., Chiswick 2725/5870. [C1014

BUICK

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Buick Special, blue with cloth upholstery, recently respraved; £175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1951 Buick 4-door saloon, right-hand drive.—Below.

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

GUY ALFREDS & Co., Ltd.—1939 Buick Viceroy saloon, one owner, as new, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

CAMDEN MOTORS for limousines.—The largest selection in the country, over 60 in stock including Buicks.—See under Limousine Classified Section in this issue. [C1035/1

1934 Buick 7-seater limousine, wonderful condition, complete overhaul by Lendrum & Hartman, 1953, receipted account available for inspection; £100.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1949 Buick Roadmaster Riviera Convertible, power operated throughout, Dynaflow transmission, radio, heater, just decarbonised and thoroughly checked throughout: £1,045.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

CAMDEN MOTORS for Buicks.—1947 model right-hand-drive 4-door series special 8 saloon, equipped with all extras, built-in push-button radio, full air-conditioning and demisting, tailored loose seat-covers, flashing trafficators, courtesy interior lighting, spot-lamps, etc., brand new set of tyres recently fitted; this car has been maintained and driven carefully over a moderate total mileage; opportunity to purchase a modern post-war American car in good all-round condition: £695.

ALSO a 1948 Super 8 right-hand-drive 4-door saloon and 12 late pre-war saloons and coupes from £195.

CAMDEN MOTORS for Buicks, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

LIMOUSINE, 1938, partition, forward occasionals, genuine low mileage, black magnificent throughout, bargain value. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

BERT MASON SPORTS CARS.

£375 or terms.—Cadillac (La salle) convertible coupe in impeccable condition throughout, quite faultless mechanically and absolutely immaculate; every conceivable extra including radio, heater and hand-operated spot lamps, Ace Rimbellishers, etc.; this beautiful vehicle has for some time been the personal transport of Mr Mason, senior; open till 10 p.m., 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C5075

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1949 (November) Cadillac, Model 62 sedan, radio and heater, nylon covers, 18,000 miles, brand new condition throughout.

TAYLOR & CRAWLEY, 35, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Sloane 5213. [C4056/1

CAMDEN MOTORS for limousines.—The largest selection in the country, over 60 in stock including Cadillacs.—See under Limousine Classified Section in this issue. [C1035/1

1948 Cadillac convertible power operated throughout, radio, heater, covers, new hood, most immaculate condition and a very attractive car; £1,275.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213 [C4056

£695!!!—Cadillac limousine, registered 1947, one owner only since new, the most immaculate specimen we have ever offered of this high-class car, finished in black with body styling that incorporates all the well-known post-war American features including heavy chrome grilled mouth-organ front, large capacity enclosed luggage boot, steering column gear change, etc., fitted built-in radio and full air conditioning, the interior trimming is the last word in luxury and comfort, with full width occasional seats, push-button electrically operated sliding division, cigar lighters and courtesy lighting, etc., mechanically the car is up to the highest standards and is open to any inspection or trial at our showrooms.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041, open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1056

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

1949 Chevrolet Styleline 2-dr. saloon, r.h.d.; £595.

1951 Chevrolet Styleline 4-dr. de luxe saloon, l.h.d. Powerglide, seat covers, radio, heater; £1,195.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Sq. Tube Stn.) Temple Bar 5588. [C1027

CHEVROLET 1947 Fleetmaster, r.h.d., radio/heater, immaculate.—Barrows, Alexandra Buildings, Risca, Mon. Tel. Risca 7570 [7243

RHD 1951 Chevrolet de luxe 4-door sedan, one owner, 14,000 miles only, in new condition throughout.—Valentine 4674 after 6. [C2018

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition, radio, heater, covers; £1,150.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4056

CHEVROLET Fleetline 4-door sedan, 49/50, immaculate original condition, low mileage, all possible extras; £725 or near; will part exchange good 38/39 American car.—Faenkel, 384a, Camden Rd., London, N.7. North 3636 or Amherst 7848. [7151

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 5588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 5588. [S1027/R

CHRYSLER

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Chrysler New Yorker r.h.d. saloon, total mileage since new, 35,000, fitted radio, heater, loose covers, etc.: £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

£166!!!—1936-7 Chrysler 20 saloon de luxe, fitted overdrive, very economical, excellent throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6231 (East Finchley Underground.) [C2052

CHRYSLER, 1951, with V.8 Fire-power engine, radio and heater, 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£250.—1939 Chrysler Wimbledon with overdrive, fitted 20hp engine, in really outstanding condition throughout; £90 down.—Bray Motors 150-154, West End Lane, N.W.6. Hampstead 6490 [C1024

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mal. 5555-2155. [0495/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0361/R

CITROEN

BM

LIGHT 15s open to any inspection and trial.

1952 black sunshine saloon, moderate mileage, faultless throughout, new battery, excellent tyres, heater, demister, reversing and map lights; 585gns.—Below.

1948 metallescent grey sun saloon, lovely throughout, two owners, recently recellulosed, engine overhauled, particularly fast, radio, heater; £410.—Below.

1947 black saloon, very good mechanically, recellulosed and rechromed by us and looks very nice indeed, brown interior, new battery, good tyres, heater, latest Lucas fog lamp; £365, terms, exchanges.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2051. [C1096

WM

WELBECK maintain a standard of perfection in used cars never before achieved

1953 (June) Citroen Light 15, latest model with luggage boot, black with red leather and sliding roof, 13,000 miles, identical to brand new; original cost approximately £1,000; our price £715.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

1947 Citroen Light 15 saloon, excellent condition, moderate mileage choice of two, 3 months' guarantee; £395.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

SCOTT CARS offer:—

1946 (October) Citroen Light 15, very good condition; £340.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock. —50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

B. J. HUNTER, Ltd., offer:—

1948 Citroen 15 saloon, just overhauled; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. [C2040

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers, new models from stock.

SEVERAL post-war Light 15 saloons; from £365 for 1946 to £735 for 1953.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4035

1953 Series Big Six Citroen, radio, heater, 9,000 miles, one owner guaranteed, an outstanding example; £885.

RIFCO, Ltd. (Citroens Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. [C3052

A.Z. MOTORS offer 1949 Citroen Light 15 saloon, maintained by Citroen enthusiast, real bargain; £395.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1948 model Light 15, black, sliding head, heater, excellent condition, maintained by Citroen specialists, low mileage; £385.—Pal. 0574. [7069

1950 (October) 15hp Citroen, exceptional condition, black/red one owner, 19,000 miles; £550.—Wheelers (Newbury), Ltd. Tel. 1020-1. [7019

1953 (March) 15 de luxe saloon, one owner, taxed year, as new; nearest £730.—29, Pinetree Ave., Leicester 66007. [7063

1950 6-cylinder 20hp Citroen de luxe saloon, colour black, red leather, special heater, spot lamp; £595.—Below:—

1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

£265.—Citroen Light 15 1939 saloon de luxe, grey with blue leather, really perfect condition, fitted new tyres, licensed.—Park 6456 or evenings Park 5917. [7223

1950 Citroen Light 15 saloon, 20,000 miles only, exceptionally well kept car, radio, heater and other extras; £575.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C3004

CITROEN 6-cyl. saloon, Aug., 1950, maroon/red, many extras, mileage 26,000, one owner, magnificent condition; terms, exchanges; £625.—The Motor House, Stoulton, Worcester. Tel. Peopleton 275. [6955

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Ring Speedwell 9761. Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1953 (Aug.) 6-cylinder Citroen saloon, sliding roof, radio, 5,000 miles, black/red; £975.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12. (Tally Ho) Hil. 1044.

ORIGINAL owner offers 1948 Citroen Light 15, black, fine condition, complete history of all maintenance, any trial, 35,000 miles; £495.—2, West Close, Polegate, Sussex. Shown London by appointment. [7057

MAYFAIR GARAGES, Ltd.—1937 15 4-door saloon, black, smart car with excellent road performance; £185 cash or delivery on £62 H.P.—Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [C3009

595gns.—Citroen Light 15, 1951 sports saloon, gunmetal, sliding head, red leather, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer:—1947 Citroen Light 15, black saloon, radio, heater, up to A.A. or R.A.C. examination, can we say more; £385; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4734

15hp L.W.B. 7-seater Citroen saloon wanted, must be in perfect condition.—Drysdale, Edinbain, Dunblane, Perthshire. [7075

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange. —173, Westbourne Grove, W.11 Bay. 4274. [W4035

Citroen Spares and Service

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr service. [9096

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.E.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [0585/R

DAIMLER

GE

1947 Really outstanding D.B.18 2½-litre Daimler de luxe 4-door 6-light sliding-roof saloon, with graceful swept tail incorporating spacious luggage compartment, total recorded mileage 28,000, finished superb unmarked green cellulose, chromium-bright fittings, immaculate green leather upholstery, carpets/roof-lining to tone, beautifully polished interior woodwork, equipped: independent front suspension, preselector gear box, traffic-clutch, telescopic-steering, built-in jacks, controlled heating, twin tonehorns, fog/interior/reversing lights, cigar-lighter, concealed ashtrays, etc., just fully serviced, near-new tyres, delightful performance; 547 guineas, written guarantee, hire purchase, part exchanges.—Below.

1939 series D.B.18 2½-litre Daimler de luxe 4-door 6-light sliding-roof saloon with spacious luggage compartment, in quite exceptional order throughout, one previous private owner, low total mileage, maintained regardless (£90 spent within last year alone), finished immaculate original blue and black cellulose, brilliant chromium, unblemished rich blue hide interior, matching accessories and polished woodwork; equipped: built-in jacks, telescopic steering, independent front suspension, preselector gear box, traffic-clutch, illuminated number-panel, demister, cigar-lighter, concealed ashtrays, comprehensive instruments, etc., just serviced, magnificent ride, near-new tyres; 335 guineas, written guarantee, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY the hire purchase specialists.

1936 Daimler 20 6-light saloon; this car is a tribute to pre-war British workmanship having had one owner only from new; recorded mileage 25,000 approximately, in truly amazing condition, absolutely original and unmarked; mechanical condition will pass any inspection, must be of considerable interest to an enthusiast; 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

DAVY for Daimler.

1951 2½-litre special sports convertible, one private owner, heater, wing mirrors, reconditioned engine just fitted by Daimler Motor Co.; £1,495.

1949 (Sept.) 2½-litre drop head coupe, heater; £975.

1953 (June) Conquest, heater, etc., one owner, under 6,000 miles, superb condition; £1,325.

1951 2½-litre special sports convertible, one private owner, duo grey coachwork, radio, heater; £1,495; also 1953 Lanchester 14, as brand new, at £1,050, which is substantially below list price.

INSPECTION invited; exchanges welcomed; demonstrations by appointment to suit your convenience.

180—2, Kensington High St., Wes. 9641, and 215, Brompton Rd., S.W.3. Ken. 1106. [C1069

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 36hp Straight Eight touring limousine by Hooper (1951), black and grey, as new; £2,950.

DAIMLER 2½-litre Empress sports saloon by Hooper (1952), black with beige leather; £2,500.

DAIMLER 2½-litre special sports coupe (1951), duo-grey with grey leather, an outstanding car; £1,495.

DAIMLER 2½-litre Conquest saloon (late 1953), 3,000 miles; £1,325.

DAIMLER 2½-litre Consort saloon (1952), grey with blue leather, 13,000 miles; £1,175.

DAIMLER 2½-litre foursome coupe by Barker (1950), black with brown leather; £975.

DAIMLER 2½-litre saloon (1948), black with brown leather, reconditioned; £750.

DAIMLER Light Twenty saloon (1937), black; £275.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Berbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

DAIMLER 1938 16.2hp, bills £104; £375; with radio £400.—Graziani, Welbeck 6067. [6989

2½-litre sal., Nov. 1948, black/blue leather, heater, immaculate throughout; £595.

TERMS, exchanges.—Cyril Sheppard of Reading. Sonning 2345. [6464

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer:—

1950 (Dec.) Daimler Consort saloon, grey, one owner, heater and radio, really superb condition; £785.

SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5956. [C2010

DAIMLER

DAIMLER Consort saloon, genuine mileage 4,800, wireless, heater; £1,295.—Fuggle, Bushey Heath, Herts, 1685. [C3017

1947 Daimler 2½-litre saloon, immaculate, guaranteed; £475; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

£135.—1936 Daimler Light 15 saloon, clean condition; bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072

£285.—1937 Daimler 3½-litre 6-light sports saloon, Park Ward body, beige/brown, good condition.—Jackson, 44, Westby Rd., Boscombe, Bournemouth (Boscombe 36539). [6572

CAMDEN MOTORS for Daimlers.—1949 special Barker coupe, somewhat scarce model; very attractive-looking car, beautiful bodywork, moderate total mileage; £725.

CAMDEN MOTORS for Daimlers.—Consort saloon, 1952, late delivery, immaculate condition; previously owned by wealthy financier with other cars in daily use; a genuine low mileage specimen, colour dark blue with leather upholstery and trimming to match; £1,095.

CAMDEN MOTORS for Daimlers.—2½-litre saloon, 1949, another perfectly maintained car, one of the finest we have handled, all extras; £645.

CAMDEN MOTORS for Daimlers.—Other post-war 2½-litre saloons from £475; also several late pre-war saloons.

CAMDEN MOTORS, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

365gns.—Daimler, 1939 2½-litre saloon, sliding head, leather, preselector, i.f.s., carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

95gns.—Daimler 15, 1935 Mulliner sports saloon, sliding head, leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for limousines, the largest selection in the country, over 60 in stock including Daimlers.—See under limousine classified section in this issue. [C1035/1

DAIMLER 15hp completely rebuilt chassis, new aluminium bonnet and wings, modern style, sprayed maroon with hand-built polished mahogany body.—Tel. Tilbury 674. [7207

£245!!! 1937 Daimler 15 de luxe saloon, total mileage but 50,000 but whole vehicle looks and runs as though it had only done 10,000; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 model Daimler 2½-litre saloon, black, one owner, reg. Daimler Motor Co., a perfect specimen, no radio, any examination; £550; cannot repeat.—Bowden 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873 [C4070

EXCHANGE your present Daimler car for new or used models: demonstrations by appointment.—Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2148. [0444

1938 Daimler 17, black saloon, 1953 engine and transmission reconditioning, tyres as new, body well maintained; £235, or near offer, King's Lynn district, demonstrated any reasonable distance, taxed, no dealers.—Box 3567. [7169

DAIMLER, 1939, 2½-litre 6-light saloon, chassis range DB 18-1, under 20,000 miles since body was removed and reconditioned, together with complete chassis overhaul at Daimler works at cost of £800, exceptional car; price £375.—Premier Garage, Fenton, Stoke-on-Trent. Tel. 48348. [7044

LIMOUSINE, 1939/EL.24, partition, forward occasionals, black, privately chauffeured, mileage 36,000, immaculate, competitive price.

LIMOUSINE, 1936/32hp, partition, forward occasionals, exceptional chassis, ready service, bargain, £225.

LIMOUSINE (outswept tail), magnificent condition, 1938/32hp, widest occasionals, certified mechanically, ready service, reasonable price. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair 2941. [C1006

Daimler Cars Wanted

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

XXX H. P. Edwards offer immediate cash for good Daimler cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Daimler Spares and Service

KINGSTON-ON-THAMES Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [S4053/R

DAIMLER and Lanchester specialists.—Dehnam Motors 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—J. B. Taneborne & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1 Sloane 4665. [0713/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

DAIMLER and Lanchester repairs, spares, gear boxes a speciality, reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DELAGE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Delage Spares and Service

SELBORNES, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 Delahaye 135M 2-door saloon, excellent condition; £925.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Euston 5228 (5 lines). [C1050

Delahaye Spares and Service

SELBORNES, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [0660/R

D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 Master de luxe cabriolet, reupholstered, recent new hood, just resprayed, in beautiful crimson.

1938 Master de luxe fixed head saloon, recent rebuild, must be seen to be appreciated.

1938 cabriolet, fully guaranteed, new engine, in really first-class condition, reupholstered leather inside; £179.

ALL spares available, and repairs by really trained fitters of long standing.—2a, St. Michael's St., Paddington, W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.—C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

D.K.W. main agent, genuine spares and service for all models.—Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester, 16. [4951

LARGEST importers of genuine D.K.W. spares; write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5141 (4 lines). [5608

Dodge Spares and Service

DODGE specialists, repairs; spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12 Tel. Balham 2234. [0362/R

FIAT

1940 2nd series, convertible 500, reconditioned engine heater; £250.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

£298.—Fiat 1500 1940 special pillarless sports saloon, ultra low built, magnificent condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.)—Exchanges, h.p. [C1017

265 gns.—Fiat 500, late 1939 full 4-seater convertible saloon, leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Fiat 500, 1939 model convertible coupe, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MAYFAIR GARAGES, Ltd., offer hire purchase facilities with their extensive stock of used Fiats, with insurance covering non-payment of rentals through illness or unemployment; send for details.—Below.

MAYFAIR GARAGES, Ltd.—1947 model (reg. 1953) 500 2nd series de luxe hard top coupe, silver, smart and economical car with outstanding road performance, 3 months' guarantee; £515 cash or delivery on £105 h.p.—Below.

MAYFAIR GARAGES, Ltd.—May, 1939, 500 2nd series de luxe full 4-seater convertible saloon, black and ivory, carefully preserved, very smart car with outstanding road performance, 3 months' guarantee; £295 cash or delivery on £96 h.p.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 2nd series full 4-seater convertible saloon, black, red leather, smart car in excellent condition throughout, 3 months' guarantee; £245 or delivery on £82 h.p.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, bronze, Tygan loose covers, bumpers, economical car with excellent road performance, 3 months' guarantee; £235 or delivery on £78 h.p.—Below.

MAYFAIR GARAGES, Ltd., aim to offer the largest possible selection of these unique continental light cars in a condition worthy of their world-wide popularity.—Below.

MAYFAIR GARAGES, Ltd. (Fiat sales, service, repairs and renovations), Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C3009

C. V. RUSHMER, The Fiat Specialist, offers latest "New Eleven Hundred" saloon, try this latest Fiat product, 80 mph, 45 mpg, 1952 500 C Belvedere station waggon, show model; April 1949 1100 saloon, superb example; 3 months' guarantee.—39, Holland Park, W.11. Park 5731. [C3061

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A PRE-WAR 500, cabriolet preferred.—Shoreditch 6905. [6500

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. [0632/R

Fiat Spares and Service

FIAT 500 trouble?—Try B.O.J (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0525/R

S. S. MOTORS, Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11 Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley [0909/R

FORD (8 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

1946 Ford Anglias, choice of 3; from £245.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Ford Anglia, black/beige, heater, 25,000; £335.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1947 Anglia, new interior, excellent condition throughout; £285.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

£265!!!—1947 Ford 8 Anglia saloon, spotless and most unusual condition.—Below.

£155!!!—1937 Ford 8 saloon de luxe, excellent throughout.—Below.

£135!!!—1936 Ford 8, fitted wood utility bodywork, absolute gift; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 Ford Anglia saloons, choice of several, in smart condition throughout; from £255.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1948 Ford Anglia, in very fine condition, one owner; £275.—Tom Allery Automobiles, 68, Hill Rd., S.W.19. Wim. 3848. [7177

FOR sale, Ford Anglia June ('53), low mileage, excellent condition, one owner; £365.—Tel. Folkestone 75789 before 10 a.m. daily. [6928

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0576/R

£275.—1947 (model) Anglia, black, one owner, low mileage, a real specimen car, superb condition.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

3000 miles only.—1953 Ford Anglia saloon; £395.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3538. [C1027

Ford Eight Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

1954 Ford Popular saloon; h.p. terms and exchanges.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tuc. 2301-2. [C3018

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Prefect saloon, colour green with leather upholstery, fitted covers, link mats, spot lamps, 11,500 miles, one owner; £475.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1953 Ford Prefect saloon; £515.

1952 Ford Prefect saloon; £450.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4242 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Prefect saloon, black, 3,000 miles; £525.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1949 Ford Prefect, black, cloth upholstery, excellent condition, mileage 31,000, taxed to March; £365.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7188

1952 Ford Prefect, 8,000 miles genuine, absolutely as new; £475; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

FORD (10 h.p.)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Prefect, black/hide, 6,800; £505.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

W. J. BROWN, Ltd., established over 30 years, Used Ford Specialists.

1952 Ford Prefect, green, heater, radio and covers, 10,000 miles, one owner; £490.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 (Nov.) Prefect, green/brown, 6,000 miles, one owner.—Romford 6977. [7047

1950 51 Ford Prefect, guaranteed; £335; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3028

£85.—1935 Ford 10 4-seater tourer, bargain.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [C1024

1951 saloon, black, leather, recon. engine, one owner, 28,000 miles; £415.—Robbins, East Putney. Tel 4581. [C3010

1953 (July) Ford Prefect saloon, leather, 4,225 miles; £496.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [7208

£395.—1951 Prefect saloon, leather upholstery, immaculate, ex-demonstration car.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1953 Prefect, one owner, unmarked, heater, black; £465.—Overton Garage (Churt), Ltd., Headley Down 3256. [7068

JACK ROSE, Ltd., offer 1952 Ford Prefect in beige, absolutely as brand new inside and out; £415.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 Ford Prefect saloon, colour green, 14,000 miles, spare unused; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

CAMDEN MOTORS for Fords.—Choice of 8 Prefect saloons, all in leather from £255, and including a 1950 one-owner full de luxe model in delightful order at £395.

CAMDEN MOTORS for Fords.— Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

£210.—1939 Ford Prefect 4-door, new engine, 400 miles.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

ARCHIE SIMONS & Co. Ltd.—1951 Ford Prefect saloon, beige/brown upholstery, nominal mileage, one owner only, as new; £445.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

1953 Ford Prefect, black, 7,000 miles, many extras; £495, terms, part exchange.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Spe. 9673. [7153

4000 miles guaranteed!!!—1953 (May) Ford Prefect, beige leather upholstery, fitted heater, late owner week-end motorist only, unmarked and still smells new; £495.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

365 gns.—Ford Prefect, November, 1949, saloon, leather, one owner, excellent condition, choice of 4 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Ten Cars Wanted

POST-WAR Ford Prefects in good condition urgently required.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [W4055

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1952 Ford Consul saloon, black with leather upholstery, fitted radio and heater, mileage 15,800, one owner; £585.

W. HAROLD PERRY Ltd., 279, Ballards Lane, N. Finchley N.12. Tel. Hillside 4444. [C3042

ALWAYS

FORD Consuls. A selection with a written guarantee and free after sales service at

TAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 Ford Consuls, choice of colours, one owner, low mileage, specimen cars; £610.

AUSTIN House, Ford Division, 140-144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

1954 (model) Ford Consul, very low mileage, fitted heater and leather, winking lights, £695.—Bells Service Garages, 144, London Rd Kingston-on-Thames, Kingston 1185 [C1016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Consul, black/red, heater, 5,000; £635.

1953 Ford Consul, grey/red, heater and radio, 7,000; £650.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Ford Consul, leather, heater, radio, 25,000 miles; £550.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

W. J. BROWN, Ltd., established over 30 years. Used Ford Specialists.

1953 Ford Consul, black, leather, heater, 13,000 miles, one owner; £635.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1953 Consul, fawn, de luxe model, 5,000 miles, as new; £645.—Robbins, East Putney. Tel. 4581. [C3010

CAMDEN MOTORS for Fords.—1952 model Consul saloon de luxe series in leather with radio and heater, immaculately maintained and serviced regularly by main Ford agents; £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. [C1035

1954 Ford Consul convertible, blue with blue hide upholstery, fitted heater and overrider, works mileage; £930.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1952 Ford Consul saloon, leather, heater, 16,000 miles only, one owner, immaculate condition; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

1953 Ford Consul, 5,000 miles, blue/blue leather, heater, windtones fitted, overriders, wing mirrors, heavy duty battery, tyres; £635.—Rayleigh, Essex. 350. [7116

1952 Consul saloon, fitted radio, heater, leather, low mileage, guaranteed; £575; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

525 gns.—Ford Consul, September, 1951, saloon, pastel green, fawn leather, radio, heater, one owner, moderate mileage; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

WW. HAROLD PERRY Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Zephyr saloon, colour blue with leather upholstery, heater, link mats, mileage 8,600, one owner; £655.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley. Tel. Hillside 4444. [C3042

ALWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

CAR MART, Ltd.

1953 Ford Zephyr saloon, radio, heater; £695.—Car Mart, Ltd., 37, Davies St., W.1. Mayfair 5011. [C1039

GLANFIELD LAWRENCE offer:—

1952 (October) Ford Zephyr saloon, one owner, 13,000 miles, leather, in magnificent and unmarked condition throughout; £599.—407, High Rd., N.12. Finchley 0091. [C2053

H. BEART & Co., Ltd., offer:—

1954 Ford Zephyr (first registered November 1953) de luxe saloon, in blue with grey leather upholstery, heater, genuine mileage 3,200; £725.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1061

AUTO SALES (LONDON), Ltd., offer:—

1953 Ford Zephyr saloon, leather, heater; £665.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [7122

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1951 Ford Zephyr, black, heater and radio, mileage 16,000, taxed to December; £525.

1951 Zephyr, green, radio and heater, mileage 19,000, taxed to December; £525.

1953 Zephyr, green, radio, heater, loose covers, and two spot lamps, mileage 7,000, taxed to December; £695.

1953 Zephyr, Dorchester grey, radio, heater, 2,300 miles; £750.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7187

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1953 Ford Zephyr saloon, radio, heater, black, red leather, as new; £675.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 5 lines). [C1008

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, black, beige leather, heater, 8,000 miles; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1954 Ford Zephyr, 1,500 miles, leather, heater, radio, virtually as new; £765.

RIPCO, Ltd. (Fords purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

FORD ZEPHYR

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Zephyr, black/red, heater, 2,300; £725.

1953 Ford Zephyr, black/red, 3,500; £650.

1952 Ford Zephyr, black/red, radio and heater, 25,000; £575.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

W. J. BROWN, Ltd., established over 30 years. Used Ford Specialists.

1953 Ford Zephyr, blue, leather and heater, 6,000 miles, one owner; £695.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1953 (October) Ford Zephyr, black/red leather, radio, heater, as new; £695.—Dobsons, Ltd., Staines 801. [C1074

1953 (July) Ford Zephyr, black, red leather, radio, heater, 6,000 miles, as brand new; £700; terms, exchanges.—A. E. Palmer Motors, Luton 4212. [7214

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloon, green/beige, 8,000 miles, heater, one owner; £599; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

KENTISH & THOMSON, Ltd.—1951 Zephyr saloon, green with fawn leather, radio, heater and loose covers, 17,000 miles; £550.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [C2047

£555—1951 (late) Ford Zephyr, metallic green, radio, heater, loose covers, low mileage, whole car as new.—Kins Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

1954 Ford Zephyr saloon, colour blue, complete with radio, heater, leather upholstery, not yet run-in; for immediate disposal; owner will accept £75 off invoice price.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

625 gns.—Ford Zephyr, November, 1952, saloon, blue, blue leather, heater, one owner, small mileage, spare unused, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£645!!!—1953 (February) Zephyr, black and red leather, fitted heater and twin Lucas Flamethrowers, one private owner, low mileage, complete car in superlative unmarked condition; choice another, beautiful condition, fitted radio, earlier registration, £575.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444 [C3025

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

WW. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444 offer:—

1949 Ford Pilot saloon, colour black with brown leather upholstery, fitted loose covers link mats, radio, twin spot lamps, one owner, nice car; £400.

NEW, unregistered and absolutely unused Invicta coach-built Pilot 4-door utili-van station car, in natural wood, with right-hand drive, send for photograph; £650.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1951 Ford Pilot saloon, radio, heater; £435.—Car Mart Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1059

SCOTT CARS offer:—

1951 Ford Pilot, leather, heater, one owner, perfect; £375.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

1950 Pilot, fitted heater, excellent condition throughout; £375; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

1949 Ford Pilot saloon, radio, heater; bargain, £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

345 gns.—Ford V.8, late 1948, saloon, blue, leather, heater, carefully used; terms, exchanges.—Rowland Smith, below.

145 gns.—Ford V.8, 1939 22hp saloon, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Pilot, radio, heater, one owner, as new; £395.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4.

CAMDEN MOTORS for Fords.—Choice of 6 Pilot saloons 1948-1951, priced from £345 for a 1948 saloon in woodland green with rich fawn cloth upholstery.

CAMDEN MOTORS for Fords, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1034

1951 Ford V.8, one owner, low mileage, heater, etc., as new; £425.—Seymour & Clements, 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

£265!!! Ford V.8 foursome drop head coupe, magnificent extras include tele control shock absorbers, heater, spotlamp, loose covers, mirrors, etc., etc., magnificent outstanding vehicle.—Below.

£195!!! 1938 (reg.) Ford V.8 4-door saloon, excellent condition and carefully used; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Ford V.8 Cars Wanted

PILOT, any condition.—Shoreditch 6905. [6501

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fords V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., 64, West Rd., Brentford. Tel. Ealing 4506/8. [0749/R

UTILITY—FORD OR OTHER BODIES

285 gns.—Ford 8, 1949 Martin Walter Utilecon, beige, fold-flush rear seating, carefully used, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Consul or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

XXX H. F. Edwards offer immediate cash for good Ford cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

ALL Ford spares from 1930 to 1940, 50% below list. —Reliance 4735. [7126

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel Wanstead 2233), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models, Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also at 66, High St., East Ham, E.6. Grangewood 1130. [S3065/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£245—FN-BMW 1937 12hp Scintilla mag., twin carburettors, very good condition; exchange for M.G.—Tel. Putney 8590. [7234

£325!!—1939 17hp 2-litre drop head foursome coupe, independent suspension, hydraulic brakes, one shot lubrication, in immaculate condition throughout, fitted new tyres.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Tulse Hill 4755 [C2009

TYPE 326 Frazer Nash-B.M.W. 4/5-seater cabriolet, black with beige leather, 1937 model; price £595. —A.F.N., Ltd., London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

265 gns.—Frazer Nash-B.M.W., 1939 2-litre type 320 continental sports saloon, l.h.d., choice of 3 F.N./B.M.W.s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Frazer Nash-B.M.W.s.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1018

FRAZER NASH-B.M.W., 1939 or 40, model 327 d.h. coupe (3-carburettor engine, knock-off hubs); please state mileage, number of owners, chassis, body and mechanical condition, bore oversize and crank undersize and price required; models requiring overhaul considered.—Box 3554. [7155

HEALEY

B. J. HUNTER, Ltd., offer:—

1949 Healey 2½-litre sports saloon, most attractive and fast car; £575.

1947 Healey 2½-litre sports 2-seater, over 100mph, attractive; £475.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

BROOKLANDS: Individuality, new and used cars.

1953 Austin-Healey, 6,500 miles.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1952 (Oct.) Healey Abbott coupe, finished metallic green, beige leather and hood, one owner, mileage 18,000, passed by makers, condition throughout as new; £1,250. [C1001

1951 Healey Tickford sal., maroon, radio, heater, 28,000 miles ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

BROOKLANDS: Sole concessionaires, Healey, stock new 4-seater saloon, coupe and convertible 3-str.

1952 Healey Abbott drop head coupe.

1951 Healey Tickford saloon, 12,000 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1954 Austin-Healey, nominal mileage, unmarked; £985; terms.—K. N. Rudd, Ltd., opposite Central Station, Worthing 4635. [7202

1949 Healey Duncan, 25,000 miles; £625.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Euston 5228 (5 lines). [C1050

1951 Healey Tickford saloon, elephant grey with red leather low mileage, very carefully used, indistinguishable from new; £875.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [6668

£595 !!!—Healey magnificent sportsmobile saloon, seats 4, specially built modern bodywork costing over £2,500, gift at this price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

ROSE & YOUNG, Ltd., offer 1954 Austin-Healey 100, 900 miles only, blue; £1,015.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

Healey Cars Wanted

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

BARTLETT will pay more for good Healeys.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, urgently require Healey Elliott and Tickford saloons, also Abbott coupes. [W1001

HILLMAN 10

ALWAYS

HILLMAN Minxs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

SLOCOMBES, Ltd.

£310—1946, in black with brown interior, heater, very smart car, guaranteed; terms and exchanges, cars or motor cycles.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869; nearest Underground, Dollis Hill Station. [C4017

SCOTT CARS offer:—

1949 Minx, radio, heater, leather, perfect; £435.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1952 Hillman Minx drop head foursome coupe, positively unmarked; £575.

B. J. HUNTER, Ltd., 111, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI saloon, blue, 9,000 miles; £625.

1953 Hillman Minx Mark VI convertible coupe, black, 10,000 miles; £675.

1952 (November) Hillman Minx Mark V saloon, black, 24,000 miles; £550.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

AUTO SALES (LONDON), Ltd., offer:—

1952 Hillman Minx Phase V saloon, nominal mileage, grey red interior, immaculate condition throughout; £545.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [7123

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Hillman Minx saloon, Phase V, genuine 10,000 miles, as new; £585; also

1952 Hillman Minx saloon, black, red leather, heater and taxed; £575; also

1950 series Hillman Minx saloon, taxed, in good order throughout; £450.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

£425 !!!—1948 Hillman 10 drop head coupe; this vehicle looks and runs like new.—Below.

£345 !!!—1947 Hillman 10 saloon de luxe, one of those beautiful vehicles immaculately maintained; also choice drop head coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd, Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Hillman Minx coupe, one owner, numerous extras, absolutely as new; £675; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5229 and 8774. [C4054

HILLMAN 10

LEONARD WILLIAMS (DISTRIBUTORS), Ltd. offer:—

1951 Hillman Minx saloon, 21,000 miles; £495.—Leonard Williams (Distributors), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [6991

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1953 (May) Hillman Minx Mk. VI Anniversary saloon, black with red upholstery, 10,000 miles only, one owner, in showroom condition throughout; £595.

1953 (March) Hillman Minx Mk. VI saloon, claret with beige interior, 14,000 miles only, one owner and maintained by us since new; £585.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

LATE 1949 Hillman Minx, good condition; £425.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1950 Hillman Minx Phase IV black saloon, one owner; £450.—6, Leighview Drive, Leigh-on-Sea 74006. [7091

1941 Hillman Minx saloon, guaranteed; £245; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C3029

DROP head coupe Minx 1947 (July), in most beautiful original condition, 26,000, black; £355; finance possible.—Ilford 0326. [7220

£515.—1951 Phase IV Hillman Minx saloon, grey with red leather, speedometer reading 17,000 miles, in good all-round condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 Hillman Minx saloon, black with brown leather; £550.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1953 (Jan.) Hillman Minx d.h. coupe, green, Regency seat covers, heater, low mileage, as new; £595.

G. E. HARPER, 1, London Rd., Stevenage 700, after 6.30 p.m. 294. [6962

1700 miles.—Hillman Minx, 1953, Oct., colour fawn, leather upholstery; £610.—Fleet, The Cottage, Leighton Buzzard. [C1087

1947 Hillman Minx 4-door saloon, a beautiful car; £295.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [7179

1953 Jubilee Minx, heater, price represents saving of £100; £595.—Jack Poznet (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1947 Hillman 10 d.h. coupe, excep. order; £340.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1952 Hillman Minx Phase V saloon, one owner, well maintained; £515.—Tom Alleny Automobiles, 68, Hill Rd., S.W.19. Wim. 3848. [7178

1952 Hillman Minx drop head coupe, one owner, carefully serviced, low mileage; £565.—Steele Griffiths, London, S.E.5. Rodney 2201. Brixton 7354. [7006

1947 Hillman 10 saloon, reconditioned engine, magnificent, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1952 (Nov.) Hillman Minx convertible coupe, black with red interior, 12,500 miles only; £565.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1946 Hillman Minx saloon, black, excellent in all respects; £295.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

1952 Hillman Minx saloon, Phase V, grey, seat covers, fog lamp, taxed year, engine and body like new; £595.—Walker, Lysterfield, Nettleham, Lincoln. Tel. Nettleham 204. [6657

1947 Hillman Minx 4-door saloon, black, brown leather, recon. engine, carefully used, excellent condition throughout, guaranteed; £325.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1941 (first regd. 1949) Hillman Minx saloon, Ace rimbellishers, excellent, taxed year; £265.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

1950-51 (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Hillman Minx saloon de luxe, owned and maintained by our director, fitted Arnotts supercharger, spotless condition; £475. — Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Will. 7571. [6995

HILLMAN Minx Mark V 1952 ser. saloon, black, red leather, radio, small mileage, immaculate, guaranteed; £550; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

!!!—1949 (Dec.) Hillman Minx convertible, grey with red leather interior and in absolutely unmarked condition throughout, fitted heater; £445.—Harold Webb Motors, Ltd., 765-7, Romford Rd., Manor Park, E.12. Tel. Ilford 3151-2. [7251

PRIDE & CLARKE, Ltd.—1953 Hillman Minx saloons, black/grey (10,000 miles), black/red (7,000 miles), covers, one owner, as new, choice two from £599; 1951 black/brown, one owner, choice two from £439; 1949 beige/red, £399 three months' guarantee; terms exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C2000

HILLMAN 10

1951 Hillman Minx convertible Mark IV, black, red leather, new engine fitted 500 miles since, taxed, this car is in superb condition throughout, 3 new tyres; £475.—Vandyke (London) 2975 or 4938. 10 a.m. to 6 p.m. [7211

ROYS offer:—1948 Minx Phase II estate utility original throughout, open to R.A.C. or R.A.C. examination; £385; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3055

525 gns.—Hillman Minx 1952 series, Phase V saloon, heater, one owner, small mileage, exceptional choice of 3 Minx saloons; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Hillmans.—1952 foursome drop head coupe with most attractive lines, in fine order in every respect and offered with full confidence to the most critical buyer, finished in beige with red leather upholstery, heater, many extras, appearance and mechanical condition positively exceptional; £545.

CAMDEN MOTORS for Hillmans.—1949 Phase IV saloon, grey with blue leather, an unmarked car with excellent performance, fully equipped expertly maintained and has been used with care and consideration, particularly recommended for the discriminating purchaser; £445.

CAMDEN MOTORS for Hillmans.—1946 10hp Minx saloon, in black with red upholstery, in unbelievable condition for its year; this is a one-owner car used very moderately indeed and never over-driven; will satisfy any trial and cannot fail to please; £345.

CAMDEN MOTORS for Hillmans.—1940 10hp saloon, blue with blue upholstery in good condition in every way, has appearance of car of much later year and has been carefully used and maintained; £255.

CAMDEN MOTORS for Hillmans, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Hillman Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0108/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168 [5307

HILLMAN Minx post-war urgently required.—6, Rodmarton Mews, W.1. [W2066

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill Surrey. Tulse Hill 2768. [W2037

FULL value paid for Hillman or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details, please, to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 6731. [W2059

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0088/R

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46561. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0253

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1185. [0439/R

HISPANO-SUIZA

1924 37.2hp coupe de ville of magnificent proportions in primrose and black with superb cloth upholstery in rear (including virtually unused occasionals), leather in driving compartment, mechanically in first-class condition, astounding performance, examined and tested by Mr. Briand who has known the car since it was was supplied new to prominent titled personality; fine example of one of the best cars ever conceived; £295.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

HOTCHKISS

PETER BANTOCK CAR SALES offer:—

1939 Hotchkiss 10hp foursome drop head coupe, an outstandingly advanced design, independent suspension on all 4 wheels, silver and blue, a fast and economical attractive car; £325.—104, High Rd., Chiswick 2725/5870 [C1014

1939 Hotchkiss Paris Nice sports saloon; £500.—John Tilley, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0570

1947 H.R.G. type 1100 sports, colour maroon with blue leather interior, complete overhaul 5,000 miles ago including engine, gear box, back axle, 4 new Dunlop tyres, two new batteries, new hood, tonneau cover and sidescreens, in magnificent condition throughout; £565.—Vandyke 2975 (London) or 4958, 10 a.m.-6 p.m. [7212

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

CAR MART, Ltd.

1947 Hudson 22hp Commodore Six saloon, heater; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stock of spares; repairs and overhauls.—Ardwick 4561/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0517/R

HUMBER

GE

1939 Humber 16hp 4-door de luxe sports saloon, finished outstanding immaculate gold-lined black cellulose, beige leather upholstery, new loose covers and carpets throughout, engine, independent front suspension recently reconditioned, superb brakes, near-new tyres, just serviced, fast, elegant, comfortable; 189gns; written guarantee, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

CAR MART, Ltd.

1952 Humber Super Snipe saloon, heater; £695.

1951 Humber Pullman limousine; £1,175.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £795.

1951 Humber Pullman Mark III limousine, black with leather and cloth upholstery; £1,175.

TOM GARNER, Ltd., 19-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Humber Super Snipe saloon, positively unmarked; £625.

1951 Humber Hawk saloon, fitted radio, heater, etc.; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Humber Hawk saloon, green-brown upholstery, radio, heater; £525.

1952 Humber Super Snipe touring limousine, black-beige upholstery, heater; £795.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

OVERSEAS CARS, Ltd., offer:—

1951 Humber Hawk saloon, black, red leather, heater, condition immaculate; £625; for other Overseas Car bargains see page 45.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

WARWICK WRIGHT, Ltd., offer:—

1952 Humber Pullman limousine, black, radio and heater, 9,000 miles; £1,575.

1952 Humber Super Snipe Mark III saloon, steel grey, heater, 20,000 miles; £795.

1953 Humber Hawk Mark V saloon, satin bronze, radio and heater, 11,000 miles; £835.

1949 Humber Hawk Mark III saloon, green, radio, 15,000 miles; £535.

1953 Humber Super Snipe Mark IV saloon, radio, heater, black, 7,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Humber Super Snipe, grey and grey leather, radio, heater, etc., 12,000 miles; £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1952 Humber Super Snipe saloon, grey, radio, heater; £785.

1952 Humber Hawk saloon, 9,000 miles, radio; £795.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

HUMBER

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3 offer:—

1949 Humber Super Snipe, black, brown leather, heater, windscreen washers, one owner, condition as new; £495. [C1001

1950 Humber Super Snipe saloon, black with brown leather; £495.

1951 Humber Hawk saloon, black with brown leather; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1948 Humber Hawk saloon, black with fawn upholstery, first registered October, 1948.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1951 16hp Hawk, bronze, heater, recellulosed, new tyres; £625.—Campbell Symonds, Wembley 6262. [C1087

GUY ALFREDS & Co., Ltd.—1951 Humber Pullman limousine, outstanding order,—6-7, Warren St., W.1. Euston 3268. [C1005

1953 Humber Imperial, black, radio, heater, 17,000 mng. director's car, beautiful cond.; £1,200 o.n.o.—Tel. Hyd. 8941 [6936

1951 Humber Hawk, black with red leather, one owner, 5,000 miles, excellent order; £650.—Haskins, Ladbroke 1155. [C3027

HUMBER Super Snipe 1952 grey saloon, 22,000 miles; £700.—E. W. Sullivan, Ltd., The Regal Garage, 814, Old Kent Rd., S.E.15. [6942

1948 Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [3291

1951 Humber Pullman limousine, reg. Dec., 1950, one owner, one chauffeur-driven, superb condition throughout; £975.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1954 (reg. 25/11/53) Humber Hawk saloon, 1,500 miles, black, heater, taxed year, Ace Rimbellishers; £895.—Weybridge 600. [C4023

1951 model Humber Hawk, bronze red upholstery, immaculate condition; £525.—J. Misell, 261, Green Lanes, N.13. Palmers Green 5314. [6904

£395 1948 Humber Snipe 18hp de luxe saloon, magnificent and specimen condition throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 Humber Super Snipe, a specimen car in 1950 condition; £250.—Jack Poulner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

A.Z. MOTORS offer 1952 (Aug.) Humber Super Snipe, 18,000 miles only, one owner, unblemished; £675.—Palmerston Rd., N.W.6. Mal. 4725. [C1011

1952 Humber Super Snipe, metallic grey, loose covers, 20,000 miles, one owner; £695.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

CAMDEN MOTORS for limousines—the largest selection in the country, over 60 in stock including Humbers.—See under Limousine classified section in this issue. [C1085/1

1951 model Mark IV Humber Hawk, bronze, red leather sliding head, radio, heater, perfect order, immaculate condition; £600.—86, Reedley Rd., Bristol, 9. [7073

1953 Super Snipe, one owner, radio, heater, demisters, Ace Rimbellishers, superb car; £1,045.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424 [3045

545 gns.—Humber Hawk, 1951 model Mark IV saloon, satin bronze, sliding head, red leather, heater, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

425 gns.—Humber Super Snipe, 1949 saloon, sliding head, leather, radio, heater, good tyres, excellent condition; terms, exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS for Humbers.—1951 Super Snipe saloon, black with brown leather upholstery in superb mechanical condition, built-in heater, radio, screenwashers fitted, one owner, low mileage, admirable car in every way; £625.

CAMDEN MOTORS for Humbers.—1949 Super Snipe saloon, green with fawn leather upholstery, fitted built-in heater, one change of owner since new, a comfortable, reliable and good-looking car which has been carefully used and maintained; £465.

CAMDEN MOTORS for Humbers.—1949 Super Snipe saloon, in good all-round condition, black with brown leather, radio; £445.

CAMDEN MOTORS for Humbers.—1950 Hawk saloon, 14hp, black with brown leather upholstery, a smart, fast and comfortable car which has been regularly serviced since new, and kept in peak condition, attractive lines and thoroughly sound mechanically; £550.

CAMDEN MOTORS for Humbers.—1939 Snipe 21hp saloon, black with green leather, clean and mechanically sound serviceable, good-looking car with plenty of room and power, any trial; £195.

CAMDEN MOTORS for Humbers, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

ARCHIE SIMONS & Co., Ltd.—1939 Humber Pullman limousine, leather front, cloth to rear, large face forward occasionals, one titled owner only, 32,000 miles, whole car in superlative condition throughout; £525.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1954 Humber Super Snipe saloon, only a few weeks old mileage only 1,000 (one thousand), metallic grey with red leather, opportunity to purchase a virtually new car of the latest design for a mere part of the list price; available in Carlisle at £975; travelling expenses refunded.—Logan, 7, Marlborough Gardens, Carlisle, Cumberland. Tel. daytime Carlisle 25786. Evenings 257771. [7062

HUMBER

A&S Limousines, extensive range genuine low mileage selected first class condition carriages—mechanical guarantee certificate, ready service.

LIMOUSINE, economical, modern, 24hp, partition, forward occasionals, leather throughout, genuine mileage 31,000, 1952-condition, magnificent. £550.

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LIMOUSINES, privately chauffeured carriages, 1949/1950, partition, forward occasionals, leather also cloth upholstery, radio, heater, certified mechanically, ready service, selection—£795.

LIMOUSINES, 1951/1952, Pullmans also Imperials 7-seater Saloons leather also cloth, heater, radio, first class condition carriages, from-£895. 1952, low mileage, £1120. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

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REQUIRE modern low-mileage Humber cars.

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MAIDSTONE.—(Maidstone 5333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 5252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168. [5308

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders Ltd., 5 Providence Court, North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0390/R

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ENGLAND'S Largest Jaguar Distributors.

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FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

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DICKS.

1946 Jaguar 1½-litre saloon, special equipment model; £395.

1936 Jaguar 90 sports 2-seater, very fast and attractive; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

SLOCOMBES, Ltd.

1950 (December) Jaguar XK120, in most immaculate maroon, fine car in every respect; £825.

PART exchanges and H.P. facilities with pleasure.—P. Slocombes, Ltd., 38-52, Dudden Hill Lane, Neasden, N.W.10. Willesden 4869; nearest underground Dollis Hill Station. [C4017

GATEHOUSE offer:—

1950 Jaguar Mark V 3½-litre saloon, green, radio, heater, immaculate; £745.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

SCOTT CARS offer:—

1953 Jaguar Mark VII, 5,000 miles only, radio, heater, indistinguishable from new, unrepeatable; £1,335.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

B. J. HUNTER, Ltd., offer:—

1951 Jaguar XK120 2-seater, £270 modifications, unmarked; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROSE & YOUNG, Ltd., offer:—

1953 Jaguar Mark VII saloon, 3,000 miles only, radio and loose covers, black; £1,345.

1951 XK120, low mileage, modified, never raced, immaculate condition, black; £825.

1951 (September) Jaguar Mark VII saloon, low mileage, undersealed, beautiful condition, black; £995.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mark VII saloon, birch grey, radio, 5,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1953 Jaguar Mark VII saloon, black, heater, 2,000 miles; £1,450.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1953-4 Jaguar Mark VII saloon, fitted radio, Ace rimbellishers, screen washers, colour black, red upholstery, 5,000 miles only, spare unused, superb example; £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RICHARDS & CARR always best value

1951 XK120, one owner, 9,000 miles, unmodified, indistinguishable from new; £945.

1951 XK120, high axle ratio, stiffer suspension, heater, Ace Rimbellishers; £845.

35, Kinnerton St. London, S.W.1. Sloane 5424. [C3045

SURREY AUTOS (HORSLEY), Ltd., offer:—

1948 Jaguar 3½-litre drop head coupe, black, suede green, fitted heater, in excellent condition throughout; £475.—Epsom Rd., East Horsley. Tel 208. [6974

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 XK120 drophead coupe, l.h.d., full modifications, wire wheels, total mileage 9,000, cream with red leather; £1,200.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1946 3½-litre Jaguar saloon, excellent condition throughout; £335.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

11000 miles only, 1949 3½-litre Jaguar Mark V saloon, finished black, brown leather, radio, heater, this car is as new throughout; £750. [C1001

£275.—1939 1½ de luxe saloon, in exceptional condition, new tyres.—Pal. 2928. [7245

BARTLETT.—Jaguar XK120C, 150 m.p.h. competition 2-seater, 4,000 miles only; £2,350.

JAGUAR 1953 (October) 120 drop head, 3,000 miles, £200 extras; £1,475.

JAGUAR 1952, XK120 2-seater, £150 extras; £1,150.—27a, Pembridge Villas, W.11. [C1013

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer:—

1950 Jaguar Mk. V saloon, suede green, green leather, radio, and heater, bodywork unmarked, serviced, written 3 month' guarantee; £745.

SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3346. [0081/R

1946 Jaguar 1½ sln., black, splendid cond.; £415.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1949 (Feb.) Jaguar 3½-litre saloon, radio, heater, new tyres original coachwork; £375.—West End Motors, Glasgow. [6960

2½-litre coupe (Sept. 1948), grey with brown leather, one owner; £495.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1947 3½-litre Jaguar saloon, excellent condition; £450; also 1939 model 3½-litre drop head coupe, fine order; £325.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

1934 S.S. Jaguar 20hp sports saloon, engine as new, in daily use, new car reason for sale; £60, o.n.o.—Loughton 4340 week-ends or after 6.30 week-days. [6978

1953 (model) Jaguar Mark VII saloon, black, brown hide, one owner, absolutely as new, fully guaranteed; £1,225.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011

1939 Jaguar 1½-litre saloon, in superb condition, bodywork unmarked, recent major engine and gear box overhaul; £295; guaranteed.—Kirkdale Cars, Cobbs Corner Sydenham, S.E.26. Sydenham 6129. [C2068

JAGUAR

1953 Jaguar Mark VII saloon, grey, 8,900 miles, one fastidious owner; 1,200gns.—Weybridge 600. [C4025

1952 Jaguar Mark VII saloon, gunmetal, red interior, equipped with radio, first registered November 1952; £1,295.

PARKERS, Ltd., Bradshawgate, Bolton. 4080. [7002

1948 (Dec.) 1½-litre saloon, in new condition, perfectly maintained; tools never removed, very low mileage, fitted all extras, including radio; £545.

SPECIAL Mark V saloon, spotless and like a new car, genuine low mileage; £650.

XK120, 900 miles only since complete check by makers and £460 modifications, fitted suitcases, radio, etc.; £1,125.

WRITTEN guarantee with all the above Jaguars and free trial if required; free service after sale offered by

CHEPSTOW GARAGES Ltd., Ledbury Rd., W.11. Bayswater 2949/6020. [C1042

375 gns.—Jaguar, September, 1947, 3½-litre saloon, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Jaguar 1936 2½-litre saloon, gunmetal, fawn upholstery, very good condition; choice of 4 Jaguars; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Jaguar 3½-litre saloon, radio, heater, magnificent, guaranteed; £425; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4038

1949 Jaguar 3½-litre saloon, silver grey, heater, Ace discs, excellent condition throughout; £465.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [7025

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£325.—1947 (July) one-owner 3½-litre Jaguar, gunmetal, radio, heater, twin spots, new Dunlop Forts.—Eaton Motors, Eaton Socon, Hunts. Tel. 236. [7247

CAMDEN MOTORS for Jaguars.—Mark VII saloon, May 1953, condition virtually as new in every respect, 6,000 miles but looks more like 600, faultless; £1,465.

CAMDEN MOTORS for Jaguars.—Mark V special drop head coupe 1950, scarce right-hand drive model and one of the few English drop heads which can compare in performance with the expensive American convertibles costing well over £1,000, beautiful foursome body with special leather hood, all extras, radio and heater, wing mirrors, Tygan seat covers, superb order; £745.

CAMDEN MOTORS for Jaguars.—Mark V saloon 1950 model, fully equipped with built-in radio, heater, wing mirrors, screenwash, etc., a genuine one-owner car which has been very carefully and sparingly used since new, really beautiful appearance and one of the best Marks Vs we have handled; £695.

CAMDEN MOTORS for Jaguars.—3½-litre saloons, choice of 8 post-war models, 1947 onwards from £395, all carefully chosen cars guaranteed in writing.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon 1947, recellulosed in silver-grey, very handsome car with most impressive performance; £395.

CAMDEN MOTORS for Jaguars.—2½-litre drop head foursome coupe 1940, one of the few special equipment models made before 1946, one owner past 8 years, rebored March 1953; £345.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon 1948, one of the last of this series produced, a very carefully used car in original condition throughout, smart green finish, very good engine and almost new tyres; £495.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon 1946, March delivery, two previous owners, recent full overhaul by Jaguar Agents, £395; also two 1947 models, one special equipment saloon, one standard series with discs and radio, from £425.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp drop head foursome coupe 1940, a very nice car with identical features to post-war series, metallic bronze finish with smart red hood to match upholstery, goes extremely well; £350.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon 1939 model, in grey with red leather, smart modern-looking car with usual snappy Jaguar performance, £285; also one in black, just undergoing extensive recellulosing of body in our own works.

CAMDEN MOTORS the Used Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

JAGUAR

1946 1½-litre Jaguar, special equipment, black with brown leather, car known since new, two owners, very good condition throughout; £385.—Ashstead Motor Works, Ashstead. Tel. 104. [7015

£666!!!—1949/50 Mark V Jaguar 3½ de luxe saloon, speedometer reads 14,000, whole vehicle as new, choice also 3 others, including 2½-litre; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1948 Jaguar 1½-litre saloon, special equipment model, nearly new tyres, exceptional condition throughout, taxed; £450.—Cole's Garages, Ltd., 42, Worple Rd., Wimbledon. Wimbledon 0195. [C1054

JACK ROSE, Ltd., offer 1950 Jaguar Mark V saloon, in black and brown hide, clean, open to any examination; £695.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1947 Jaguar 1½-litre special equipment saloon, finished black with brown leather interior, this car is in really excellent condition throughout, a genuine opportunity to purchase a specimen example at £475.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £375.—Beardmore, 26, Queensway, W.2. Bayswater 0186. [C1015

1953 (July) Mark VII Jaguar saloon, 8.1 compression, 4,500 miles, grey/red, dual exhaust, taxed year, radio; £1,395.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [6998

1953 model (November, 1952) Mark VII saloon, black, red leather, radio, heater, genuine 15,000 miles, perfect condition; £1,195; terms, exchanges.—Epps Brothers, Farnborough (Kent) 2244. [7132

JAGUAR (February, 1952) Mark VII saloon, grey/grey, under 13,000 miles, immaculate condition, fitted radio, heater, loose covers, windscreen washers, wing mirrors, fitted with rubber floor mats; price, £1,175.

G. & R. GARAGE, Ltd., 73, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1953 Model Mark VII saloon, registered Nov. 1952, mileage 27,000, dark green, H.M.V. radio, screenwasher, seat covers, heater, Lifeguard tubes; £1,150.—Lt.-Col. Norman Birch, Walkington, Yorks. Tel. Beverley 141y1. [6987

1946 Jaguar 3½-litre saloon, grey/maroon leather, radio, heater, very clean, good condition, any inspection invited, 3 months' guarantee; £365.—Trinity Cars, Ltd., 14, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

XXX 1947 (August) 3½-litre Jaguar saloon, finished black with fawn upholstery, a most attractive one-owner car with a delightful performance; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002

£1190—1953 (April) Jaguar Mark VII saloon, mileage 9,700, fitted H.M.V. radio, heater, spats, loose covers, taxed year, colour black, brown hide, car unmarked and as new, third deposit accepted.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [7052

1953 Jaguar Mark VII, special moleskin grey finish with red leather trim, loose covers, twin speaker radio, flamethrower spotlights, Ace Rimbellishers, badge bar, underseal, etc., 9,000 miles only, tyres excellent, never driven above 75 m.p.h.; nearest £1,275; private owner; H.P. terms can be arranged. Also unwrapped set of four India Super tyres 6.70×16, suitable Jaguar; £30.—55, Broadwalk, South Woodford, E.18. Wanstead 2688. [7071

Jaguar Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

MK. V 2½ saloon, one owner L/M, new condition; private cash buyer.—Pal. 2928. [7244

BARTLETT will pay more for good Jaguars.—27a, Pembridge Villas, W.11. Bayswater 0525. [W1015

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 3000. Seven Sisters Rd., Tottenham, N.15. [0180/R

RICHARDS & CARR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045

FULL value paid for Jaguar or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

LONDON CARS urgently require 1948-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Wexlow 2643. [W2057

MARK VII or V Jaguar sought by landowner in exchange for potential caravan camp in Essex.—Caraparks, 6, Half Moon St., W.1. Grosvenor 3245. [7103

XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details, please, to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Spares and Service

HENLY'S, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1936.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs.

[0663/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [0400Z/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394.

[0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818.

[0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. [0630/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0841/R

£120 buys a special bargain.—See Metamet famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4854.

[C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [C3066

JEEP, right-hand drive, truly remarkable condition, well finished, full all-weather equipment together with battery; £185.—Clarkes of Pirbright, Pirbright, Surrey. Brookwood 2201-2 [C1049

WILLYS Jeep, exceptional detachable 2-door body with canvas tilt, Solex carburettor, sports coil, twin windscreen wipers, fog light, reversing light, flashing indicators, new Smith's heater; £200.—Box 7164.

[7166

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices; exchange plan engine, rear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick London, W.4. Chiswick 1919/6850. [0535/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [C3066

JENSEN

BROOKLANDS.—Individuality, new and used cars.

NEW Jensen Interceptor for early delivery; particulars available on "541."

1951 Jensen Interceptor cabriolet.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6.

[C1029

JOWETT

CLARKES OF PIRBRIGHT.

THE Jowett centre of the south offer:—

1952 Javelin de luxe saloon, series III engine, heater, spot lamp, finished in duo beige and red leather, most attractive car; £595.

1952 Javelin standard saloon, one owner, low mileage, finished turquoise blue and beige upholstery, heater, loose covers; £555.

1952 Jupiter 2-3-seater sports, British racing green, beige leather, heater, flame thrower and pillar spot lamps wing mirrors, supplied by us new, recent engine overhaul; £595.

1950 Bradford de luxe upholstery, small mileage since reconditioned engine, one owner; £295.

NEW Javelin available from stock.

WE wish to purchase good used Javelin and Jupiter cars

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2301. [C1049

H. A. SAUNDERS, Ltd., offer:—

1949 (1950 model) Jowett Javelin saloon, maroon-beige upholstery, heater; £485.

836-842, High Rd., N.12. Hillside 5272 (6 lines).

[C2027

JOWETT

WMWELBECK MOTORS, Ltd., for Jowetts.

WELBECK have far the largest selection in the country.

WELBECK maintain a standard of perfection in used cars never before achieved.

JAVELINS:—

1953 de luxe, in gold with red leather, 10,000 miles, twin spotlamps; £750.

1952 de luxe, in grey, with red leather, H.M.V. radio, 20,000 miles; £595.

1949 de luxe, in green, with brown leather, 1952 engine; £435.

JUPITERS:—

NEW and unregistered Mark I A, in green, with brown leather, maker's list price, the only one available for immediate delivery.

1952 Mark I, red, radio, heater, Jowett-reconditioned unit just fitted, special hood, twin spotlamps; £635.

1952 Mark I, British racing green, many extras, superb condition; £585.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

DICKS.

1952 Jowett Javelin saloon de luxe, really as new; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

RICHARDS & CARR always best value.

1952 Javelin de luxe, radio, loose covers, one careful owner; £585.

1949 Javelin, recent £160 overhaul, series III engine, very smart; £495.

1949 Javelin, hardened crank, one careful owner, very clean; £425.

35 Kinnerton St., London, S.W.1. Sloane 5425.

[C3045

JOWETT SALES, Golders Green, offer:—

1948 Jowett Javelin de luxe saloon, highly recommended; £370.

1949 de luxe saloons, colour choices; £425.

JOWETT SALES, 140-144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4008

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jowett Javelin, black, beige leather, heater, 8,000 miles, one owner; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1952 Javelin de luxe saloon, in beige with red leather, fitted heater, a clean car and in good condition; £615.

1952 Jowett Javelin, fitted with Tickford roof, black with beige upholstery, loose covers, radio and many other extras; £595.

LANSDOWN GARAGE, Coventry & Jeffs, Ltd., Clifton Rd., Bristol, 8. Tel. Bristol 36241. [6943

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon. Cro. 3641-2; 206, Gt. Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

1952 Jowett Javelin de luxe saloon, met. grey/red leather, heater, radio; £660.—Odeon Motors, Ltd., Barnet 1144. [C3008

JAVELIN de luxe, late 1951, one owner, as new, heater, £525.—J. Misell, 291, Green Lanes, N.13. Palmers Green 5174 [6903

GUY ALFREDS & Co., Ltd.—1949 Jowett Javelin saloon, hardened crankshaft, 1952 condition,—6-7, Warren St., W.1. Euston 3268. [C1005

1949 (June) Jowett Javelin, black, one owner, really nice condition; £440; terms, exchanges.—Fred Guy, 198, King St., W.6. Riverside 3131. [7126

1952 Jowett Javelin de luxe saloon, black, brown leather, 9,000 miles, one owner, heater, unmarked, any inspection invited, 3 months' guarantee; £625.—See below

1952 Jowett Javelin saloon, bronze, beige interior, heater one owner, loose covers, exceptional condition throughout, 3 months' guarantee; £565.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1953 (May) Jowett Javelin de luxe saloon, grey with red leather, many extras, 3,482 miles; £798.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [7209

1950 51 Javelin de luxe, new December 8th, 1950, black, brown leather, one owner, nice condition, bargain; £435; terms, exchanges.—A. E. Palmer Motors, Luton 4212 [7215

1952 model Jowett Javelin, 17,000 miles, fitted heater, unblemished throughout; £525; exchanges, terms.—Blue Star Garage, 364, Kensington High St., W.14. Wes. 9651 [6949

1948 Jowett Javelin saloon, black with red leather, a really good example of this outstanding car at the competitive price of £395.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green N.W.11. Speedwell 8692 or 7008. [C2019

JAVELIN 1949-50 model P.B., engine completely overhauled and modified, hardened crankshaft, etc. Dec. 1953, luxurious cloth interior, fitted heater, lime green exterior, lovely condition throughout; would consider pre-war 10hp saloon in part exchange; £460.—41, Pensharst Gardens, Edgware. [7080

!!! 1949 Jowett Javelin, leather upholstery, fitted heater, fastidiously maintained regardless of expense, modified engine fitted, excellent tyres; a genuine bargain for the discriminating motorist; £465.—Harold Webb Motors, Ltd., 765/7, Romford Rd., Manor Park, E.12. Tel. Ilford 3151-2. [7250

JOWETT

CAMDEN MOTORS for Jowetts.—Javelin saloon, 1953 de luxe model, in green with beige leather, consistently serviced by distributors, late property of elderly motorist, this car has at no time been driven at speeds over 45mph, its mechanical condition is truly exceptional; £595.

CAMDEN MOTORS for Jowetts.—Leighton Buzzard, Beds. Tel 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Jowett Cars Wanted

WMWELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DICKS the Jowett agents.

FOR immediate purchase of your Jowett.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [W1072

JAVELIN and Jupiter wanted.—Richards & Carr, 85, Kinnerton St., London, S.W.1. Sloane 5424.

[W3045

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2. [64053/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines) [0009/R

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 19. Edg. 0916. [0549

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A.V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R

KAISER

1954 Kaiser Henry J. 6-cylinder saloon, l.h.d., shop soiled only, extras, 6 months' full guarantee; £300, under list price; exchange considered.—Steele Griffiths, Kaiser Concessionaires, London, S.E.5. Rodney 2201. Brixton 7354. [7009

LAGONDA

BROOKLANDS.—Lagonda distributors; latest 1954 models on show and for demonstration.

1953 series Lagonda Mark II saloon.

1952 Lagonda saloon, 13,800 miles, radio.

THE above are guaranteed.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 8351-6.

[C1029

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1935 4½-litre drop head coupe, engine and chassis comprehensively reconditioned, good order throughout.

1938 4½-litre L.G.6, independent front suspension, drop head coupe, fine condition throughout, several extras.

1939 V12 sports saloon Sanction II engine, excellent history.

1940 V12 Rapide coupe, Sanction II engine, negligible mileage since complete overhaul.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 681-2-3. Offer:—

1949-50 2.6-litre Lagonda drop head coupe, finished grey, blue leather, radio, heater, Vantage engine, central gear change, excellent condition throughout; £950. [C1001

1952 Lagonda coupe for sale; £1,350.—Write Box 3566. [7232

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars."

[3041/R

1950 Lagonda 2½-litre saloon, grey, blue leather, heater and radio.—Watsons (Gt. Yarmouth), Ltd. Tel. 3677. [7055

LAGONDA 4½-litre, late 1936, 78,000 miles, recent major overhaul, elegant black saloon or sedanca-type body by Mayfair, careful maintenance; no agents.—Box 3445. [6909

1933 Lagonda 3-litre 4-door pillarless coach-built saloon, in really amazing condition throughout, one very careful private owner from new who has maintained this car in superb order in every respect; a thoroughbred vehicle of fine appearance, complete and ready for use; bargain for enthusiast at £295; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54 Streatham Hill, S.W.2. Tulse Hill 4468.

[C3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

1936 Lagonda 4½-litre 4-door pillarless saloon, in really amazing condition throughout and what a performer! Special price, £325; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

245 gns.—Lagonda Rapier, 1935 model, 10hp twin ohc fourtome drophead coupe, grey, leather upholstery, unworn spare, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honeycombe liners and the now popular centre gearchange for the 2.6 model.

273 London Rd., Staines. Tel. 4211 (5 lines). [C1080

LAGO-TALBOT

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. Offer:—

1950 Lago-Talbot 2-litre, finished maroon, beige leather, radio, heater, special body by Saoutchik, Paris, windscreen washers, white wall tyres, Marchal head lamps and spot lamps, fitted suitcases in luggage boot, Perspex steering column, twin carburettors, Wilson gear box, immaculate condition throughout; £1,750. [C1001

LANCHESTER

ACRES, offer:—

1937 Lanchester 14 saloon, black, green leather upholstery, original carpets, ex-bank manager's car, perfect condition; £245.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Lanchester 14hp Leda saloon, heater; £975.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1059

HAROLD SIMONS, Ltd., offer:

1947 series Lanchester 10 saloon, leather upholstery; in unblemished condition throughout; £525; three months guarantee service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53 [C4065

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14hp saloon (1953), grey with red leather, low mileage; £1,050.

LANCHESTER 10hp saloon (1948), black with red leather, excellent condition; £625.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

1937 Lanchester 11 sal., black/blue, good cond., all tyres good; £175.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1940 Lanchester 2-litre sportsman's saloon, guaranteed; £235; also

1937 Roadrider 14 saloon, guaranteed; £165; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

225 gns.—Lanchester 14, 1939 model Roadrider de luxe saloon, sliding head, leather, manual gear change, i.f.s., very good condition; terms; exchanges.—Rowland Smith, below.

165 gns.—Lanchester 14, 1938 Roadrider de luxe saloon, sliding head, leather, preselector, i.f.s.; terms; exchanges.—Rowland Smith, below.

125 gns.—Lanchester 14, 1937 Roadrider saloon, sliding head, leather, preselector, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lanchester Cars Wanted

1946-47 or 48 Lanchester 10 saloon wanted, in good condition.—L. A. Simons, 1, Brookdale, Finchley, N.2. [W4065

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Lanchester cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Lanchester Spares and Service

ARCOT ENGINEERING Ltd.—Preselected gear boxes exchanges and repairs.—169 Fulham Rd., S.W.3. Kensington 7301 [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd. Croydon 5775. [0689

LANCIA

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Lancia Aprilia, one owner since new; £300.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9 [C1057

£310—Lancia Aprilia 1937-8 black saloon, leather upholstery, American radio, works overhaul 1952, two owners.—Park 7775, not after 7 p.m. [7224

LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good specimen; £350.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663 [2061

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lancia Cars Wanted

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq. W.1 Gros. 2563 [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11 Bay 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

DICKS.

1948 Lea-Francis 14hp saloon, opportunity to acquire hand-made car at bargain price of £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis, London & Home Counties, offer:—

1951 Lea-Francis 14hp streamlined sal., maroon, beige leather, heater, screenwash, sunshine roof, one owner, 29,000 miles; guaranteed £825.

1952 Lea-Francis 18hp streamlined sal., black, red leather, one owner, mileage under 8,000, unique car, chauffeur maintained, perfect condition; £1,095 (cost new £2,300).

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

FOR sale.—1950 Lea-Francis 2¼ roadster, very fine condition, cash offers near £575, or exchange full 4/5-seater saloon or drop head.—Box 3584. [7250

1951 14hp Lea Francis saloon, sliding roof, heater, cost over £1,300; £575.—Halls (Finchley), Ltd., Odeon Parade, N Finchley, N.12 (Tally Ho). Hil. 1044. [6999

1948 14hp Lea-Francis saloon, sliding roof, heater, showroom condition; £475.—H. A. Woodward, Greenways, Castle Ave., Havant, Hants. Tel. Havant 350. [7241

JACK ROSE, Ltd., offer: Lea-Francis 14hp 2-door sports saloon, in black and red hide, a beautiful car, almost unmarked inside and out; accept £495.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

TANKARD & SMITH, Ltd., offer 1950 Lea-Francis sports saloon, maroon/beige upholstery, fitted heater and radio, quality car in superlative condition; £575, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

CAMDEN MOTORS for Lea-Francis.—1949 14hp streamlined saloon, Mark IV, similar to current production model, duo-pale green/beige with beige leather upholstery, performance and mechanical condition of highest order, a car of distinction and grace which cannot fail to appeal to the discerning motorist; £645.

CAMDEN MOTORS for Lea-Francis.—1947 14hp sports saloon, black with maroon upholstery, a very good car all round, sound, economical and of excellent appearance, recently fitted new tyres; £395.

CAMDEN MOTORS for Lea-Francis.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m., Mondays to Saturdays. Write for catalogue. [C1035

Lea-Francis Cars Wanted

B. J. HUNTER Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305 [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Lea-Francis Distributors East Glamorgan.—Spares and service. [0865/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LINCOLN

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd. Gt West Rd. Brentford. Tel Ealing 4506-9 [0747/R

LINCOLN 1948, 2 Cosmopolitan town sedans, Alberta blue, l.h. drive, 4-door, overdrive, heaters, radios, loose covers and floor mats, chauffeur driven, 45,000 and 51,000 miles respectively.—Offers to be submitted to Director-General, India Store Department, 32-44, Edgware Rd., W.2, not later than February 27. [6964

LIMOUSINES

A & S Limousine specialists. Display Fifty carefully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A & S Offer only best condition carefully selected modern Limousines (see classified advertisements) Armstrong, Austin Mayfair, Sheerline, 1951 Hirecar, 12 post-war Humbers, 10 exceptional Rolls-Royce, Deluxe 1939 Packard, 1950 Wolseley. Detailed list despatched. Competitive prices. Alpe & Saunders, Limited, Providence Court, North Audley Street, Mayfair 2941. [C1006

LIMOUSINES

CAMDEN MOTORS for limousines.—Humber Pullman Mark II 1949, excellently maintained and in very good order throughout; £795.

CAMDEN MOTORS for limousines.—Humber Pullman Mark II 1950, taxed privately and not used previously for hire or kindred purpose, built-in radio, twin heaters, moderate mileage, £895; choice of three other 1950 Pullmans and two 1950 Imperial 7-seaters.

CAMDEN MOTORS for limousines.—Humber Pullman Mark III 1951, another privately owned Pullman equipped with all extras, serviced throughout by County distributors; £1,095.

CAMDEN MOTORS for limousines.—Humber Imperial Mark III 7-seater late 1951, one private owner, rich leather upholstery throughout, practically faultless order; £1,145.

CAMDEN MOTORS for limousines.—Humber Pullman Mark III 1951, equipped with leather upholstery to special order of late owner, wealthy Scottish manufacturer, this car has been driven and maintained since new by competent chauffeur and used very sparingly; £1,150.

CAMDEN MOTORS for limousines.—Humber Imperial Mark III 1952 model (December 1951 delivery), beautiful red leather upholstery, absolutely unmarked (Regency leather seat covers fitted when delivered), black coachwork superbly maintained; £1,195.

CAMDEN MOTORS for limousines.—Humber Pullman Mark III 1952, one of the few 1952 Pullmans with all leather upholstery, very low mileage and in most immaculate order throughout, all extras; £1,295.

CAMDEN MOTORS for limousines.—1951 Austin Sheerline A125 series full 7-passenger limousine, widest face forwards, division, radio and heater, very beautiful specimen; £1,045.

CAMDEN MOTORS for limousines.—1950 Austin, scarce 16hp model, standard production series with four doors, leather upholstery front and rear, bench type front seat, occasionals facing forward, division, etc., excellently maintained by one previous owner only; £595.

CAMDEN MOTORS for limousines.—1951 Armstrong Siddeley 7-seater (March delivery), 18hp engine, immaculate leather upholstery front and rear and wide facing forward occasionals, built-in heater and division, one previous owner, most outstanding specimen; £945.

CAMDEN MOTORS for limousines.—1951 model Armstrong Siddeley, January registration, slightly higher mileage than above but in almost the same immaculate condition; £895.

CAMDEN MOTORS for limousines.—1945 model Buick right-hand drive 8-seater, imported under diplomatic privilege, mouth organ front, lavishly equipped and superbly maintained, the whole car in most immaculate order, widest occasionals, electric division, radio, heater, flashing trafficators, low mileage; £895.

CAMDEN MOTORS for limousines.—1936 Rolls-Royce 20/25 model with special Thrupp and Maberly 7-seater limousine bodywork, swept tail, widest occasionals, winding division, lavish interior fittings, ladies' compacts, cocktail cabinet, intercom, air conditioning front and rear, by far the most handsome pre-war Rolls we have seen for a long time; £695.

CAMDEN MOTORS for limousines.—1935 Rolls-Royce Mulliner 20/25 model in black with rich blue leather interior, two previous owners, exceptionally well maintained and in really good condition; £525.

CAMDEN MOTORS for limousines.—1933 Rolls-Royce 20/25 Mulliner body, extremely good condition for the year; £295.

CAMDEN MOTORS for limousines.—1939 Austin 18hp 7-seater Ivor model, a handsome spacious car with beautiful leather seating front and rear, special wide occasionals, division, commodious rear luggage boot, several useful extras including roof luggage rack, Notek passlight, Ace wheel discs, engine just undergone major overhaul, ideal car for any type of private hire; £435.

CAMDEN MOTORS for limousines.—1938 Austin 18hp Windsor 7-seater, similar body lines and accommodation to above, leather throughout, the whole car in good mechanical order; £365.

CAMDEN MOTORS for limousines.—1939 Austin 18hp Windsor 7-seater, privately owned by North Country funeral directors and of much lower mileage than average for its year, almost entirely original, nearly new Dunlop tyres; £395.

CAMDEN MOTORS for limousines.—1936 model Austin 18hp Chalfont, first delivered and registered late 1937, two owners previously, the whole car in very nice order indeed, moderate total mileage, sweet running engine; £225.

CAMDEN MOTORS for limousines.—Austin 18hp long chassis Yorks, choice of four, all in black; from £165.

CAMDEN MOTORS for limousines.—1936 Buick Super Eight Pullman, a sound vehicle in good running order, full 8-seater with wide occasionals, winding division, six good tyres; £195.

CAMDEN MOTORS for limousines.—1937 Cadillac enclosed 7-seater in absolutely first-class condition, mechanically guaranteed; £375.

CAMDEN MOTORS for limousines.—1947 registered Cadillac in truly immaculate condition; see advert under "Cadillac" in this issue for full description; £695.

CAMDEN MOTORS for limousines.—The largest selection in the country, over 60 in stock.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for special Hire Car catalogue. [C1035

DAIMLER Straight Eight 26hp 7-passenger limousine (1955), black with cloth to rear, in good condition; £295.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

MERCEDES

£155!—Mercedes type 370 1932 coupe 26hp, overdrive outstanding appearance and reliability.—Box 3341. [6653

BARTLETT.—Mercedes type 500 cabriolet, works maintained, superb condition; £475.—27a, Pembridge Villas, W.11. [C1013

MERCEDES-BENZ

MERCEDES-BENZ (Great Britain), Ltd., offer:—

1939 Type 230 4-door saloon, Continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria 8715-6. [C3005

1936 Mercedes-Benz saloon, type 200, exceptional condition; £275.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.

OFFICIAL Mercedes-Benz retailers, offer:—

MERCEDES 540K B type cabriolet full 4-seater 4-window, black, fawn hide, silk mohair hood, r.h. drive, mechanical and external condition quite exceptional, superbly equipped and appointed, an excellent proposition for the buyer who appreciates quality and all that is finest in large high-grade sports car motoring in the best tradition; £495.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4085

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

170S 1953-4 model saloon de luxe, black, special chassis, 4,500 miles only, remarkable performance and economy, as new.—Inglis Automobiles, Ltd., 64, Pitt St., Edinburgh 3. Tel. 26287. [6971

MERCEDES-BENZ 220, 1953-4 model, 2-litre 6-cyl. saloon de luxe, black, 5,000 miles only; outstandingly fine car, immaculate condition.—Inglis Automobiles, Ltd., 64, Pitt St., Edinburgh 3. Tel. 26287. [6970

1936 Mercedes-Benz type 500K Corsica Sportsmans saloon, we have just recellulosed this car in duo grey, the appearance is unblemished, the interior is upholstered in fawn leather, the performance is really astounding, she will cruise at 80 mph and has a genuine maximum of well over 100 mph, at normal speeds she will average 15 mpg, all 6 tyres are excellent, a really beautiful specimen for the enthusiastic connoisseur; £475.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6 Manchester. Pen. 3457. [C3000

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night service: Victoria 8144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9 [0748/R

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one car which might prove unsuitable.

M.G. 1¼-litre sports saloon, 1947, £445; M.G. T.D. roadster, many extras, 1953, £615.

CHOICE of three T.C.s: 1948 red, £375; 1947 green, £355; 1949 Lionel Leonard 1500 conversion, £445.

CHOICE of three T.A.s: 1939 red, £295; 1938 blue, £275; 1937 black, £285.

CHOICE of two P.A.s: 1935 red, £175; 1934 black, £165; 1936 P.B., £195; N.A. Magnette 2-str., £165.

CHOICE of two J.2s: 1934 red, £145; 1933 black, £125; 18/80 tourer, £65.

CHOICE of three 2-litre saloons: 1938, £215; 1937, £195; 1936, £145; 1959 1½-litre saloon, £305.

CHOICE of three 2-litre drop head foursomes: 1938, £225; 1937, £195; 1936, £145.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock; seen under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned numerous extras, positively unmarked; £575

B. J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1953 M.G. T.D. 2-seater, red with biscuit upholstery, genuine 9,000 miles and like brand new throughout; £595.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1061

JACK ROSE (M.G. dealers and stockists).

1950 M.G. T.D. 2-seater, in black, many extras; £495.

1952 T.D. British Racing green, very clean, any examination; £545.—Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead. Tel. Burgh Heath 36. [C3056

PARADE MOTORS (MITCHAM), Ltd., offer:—

1948 M.G. T.C., British racing green; £365.

1947 M.G. T.C., red, Windtone horns; £355.

1938 M.G. T.A., green, reconditioned engine and gearbox, £265.

1937 M.G. T.A., red, resprayed, car in excellent condition, £245.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [3056

£265.—M.G. T.A. sports 2-seater, cream and red, very good condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. [0396/R

1953 M.G. 1¼ saloon, Y.B., 4,400 mls.—Cook, Glendaragh Hotel, Teignmouth. Tel. 499. [7115

1949 M.G. T.C. 2-seater, mileage under 30,000; £395.—Fuggle, Bushey Heath, Herts 1685.

1938 1½-litre M.G. coupe, 2 owners, excellent condition, genuine bargain; £185.—New Cross 2456 or 3704. [7173

1953 M.G. 2-str., red, very smart and fast; £595. —Smith & Hunter, 376 Kensington High St., W.14. Western 2512. [C4019

M.G.

£315.—1939 model 1½-litre saloon, black, blue interior, mechanically excellent, beautiful appearance. Also

£265.—1938 1½-litre M.G. saloon, one owner, black, red interior, similar condition to above.—Elm Autocars, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

1949 M.G. 1¼ sun saloon, black/red, faultless; £525.—Bruce France, 8A, Cromwell Mews, South Kensington. Fla. 0513. [C2014

£125.—M.G. P.A. model 4-seater sports, good runner, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 7662. [2072

M.G. T.D., late July, as new, red, red upholstery, reason for sale delivery new T.F.—Calton, 4, De Beauvoir Court, Northchurch Rd., N.1. [7097

195 gns.—P.A. M.G., excellent condition, Scintilla magneto, exterior exhaust, twin aero-screens, many extras.—Lee 8055.

1939 M.G. T.B., Stage 1A tuned, 8,000 miles since complete overhaul, B.R.G.; £325.—Webster, 22, Sunny Hill Grove, Keighley, Yorks. [6950

1947 M.G. T.C. model 2-seater sports, exceptionally fine condition; £375.—Steele Griffiths, London, S.E.5. Rodney 2201, Brixton 7354. [7007

1953 (Feb.) M.G. 1¼ saloon, mileage 9,000, one owner, excellent car; £745.—Litherland Motors, Liverpool, 21. Tel. Waterloo 2825. [6937

575 gns.—M.G. Midget, 1952 T.D. 2-seater, B.R.G. fawn leather, heater, one owner; terms; exchanges.—Rowland Smith, below.

545 gns.—M.G. Midget, September 1951 T.D. 2-seater, Cambridge blue, fawn leather, Marshal supercharger, oil coil, one owner, exceptional; terms; exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, October 1946 T.C. 2-seater, very good condition; terms; exchanges.—Rowland Smith, below.

245 gns.—M.G. 1939 2.6-litre sports saloon, sliding head, leather, radio, Windtones, discs, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1935 model Ship P 2-seater, leather, good condition; choice of 9 Midgets; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

£350.—1940 M.G. 2.6-litre sports saloon, black and chrome, immaculate; £120 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

2-litre 1938, the general excellence of coachwork, body and mechanical condition cannot be repeated at £215; terms and exchanges.—204, Ballards Lane, N.3. Finchley 2920. [7195

1948 (Jan.) M.G. 1¼ saloon, black, with red leather perfect; £495.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7038

M.G. 1½-litre, March 1952, two-tone green/fawn, special stage II tuned engine, one owner, whole car as new; terms, exchanges; £695.—The Motor House, Stockton, Wetherby. Tel. Peop'eton 275. [6956

1953 M.G. T.D. 2-seater, green, genuine mileage 6,000, unmarked and just as new, taxed to March; £580, no offers.—Emery, Le Garde, Ebberston Rd. East, Rhos-on-Sea. Tel. 4458 Colwyn Bay. [7042

BRUTONS, Ltd.—M.G. T.C. 1948 (November), reconditioned throughout, numerous extras, taxed; £435. —13-14, Osten Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

600 miles only, 1953 (Aug.) supercharged M.G. (T.D. II) green, one owner, spotless and perfect, as new; £735 (£200 below cost price).—H. A. Saunders, Ltd., 326-330 Euston Rd., N.W.1. Euston 4511. [C4040

1948 model M.G. 1½-litre saloon, superb condition throughout, engine completely rebuilt, double valve springs, etc., many extras, any trial; £525 or near offer.—The Clock Garage, Theale, Berks. Tel. 39. [7026

1951 (April) M.G. 1¼ saloon duo-green, radio, twin-tone horns, twin spot lights, screen washer and Ace Rimbellishers, 19,000 miles, one owner; £645.—B. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1¼ M.G. sun saloon, black, cream upholstery, screen wash, heater, hydraulic jacks, fog lamp, radio if required, taxed year, new tyres, 1950 model, mint condition throughout; £595.—68, Percy Rd., Hampton, Middx. Molesey 1498. [7046

ROYS offer a 1940 model M.G. sports drop head coupe, very fine specimen throughout, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1953 (Aug.) M.G. T.D Mk. II, grey with red leather interior, this car is indistinguishable from new in every way and has only done a guaranteed mileage of 1,641; £695.—Morsmith Motors, Ltd., 41-47, Frederick St., Cardiff. Tel. 30791-5. [6599

M.G. 1951 1½-litre sports saloon, finished red with beige upholstery, low mileage, one owner, an outstanding example of this excellent car; £625; part exchange and terms.—Canford Cliffs Motors, Ltd., Haven Rd., Bournemouth. C.C. 77388. [6986

CONCOUR d'Elegance M.G. Magna 2-seater, 1933, absolutely magnificent, inspect all others then view this one, black with red/white sash, M.G. emblems embossed on both side of bonnet top, superb mechanical order, full road equipment, licensed; £225.—Shepherds Bush 3567. [7221

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

IF you are unable to bring your car to us please write or 'phone full details and we will visit you. —Dudden Hill Lane, Neasden, N.W.10. Willesden 4869; nearest Underground, Dollis Hill Stn. [W4017

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

M.G. Cars Wanted

M.G., T.C., wanted for cash or part exchange Triumph 2,000cc Roadster.—Col. 7542. [7070

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

M.G. 1¼-litre, clean, low mileage.—Mould, 6, Yewcroft Ave., Harborne, Birmingham. [6100

WANTED privately, M.G. T.A., T.B., T.C.—Tel. Kingston 9148, evenings or week-ends. [6924

POST-WAR M.G.s, T types required.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [7014

WANTED, 1938 (late) M.G. 1½-litre Y.B.; must be low mileage, preferably black; full particulars please to—Box 3334. [6635

THE CAR MART, Ltd., London, wish to purchase M.G. cars—382, Streatham High Rd., S.W.16. Streatham 0054 [0966/R

C.N.K. MOTORS require M.G.s, particularly VA, TA, TB and TC models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4660

XXX H. P. Edwards offer immediate cash for good M.G. cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CHILTERN CARS urgently require P and T-type Midgets and 1½-litre coupes and saloons.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

M.G. Spares and Service

TOULMIN MOTORS

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2758 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7765-4. [4086

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. River. 2644. [S3054

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3063. [0435/R

MORGAN

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 Morgan 4/4 drop head coupe, blue, new spares, taxed for year; £350.

1937 Morgan 4/4, Climax engine, black and red, new hood, sidescreens; £185.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [3056

MORGAN Plus 4 2-seater in red, very small mileage. —Silver Street Motors, Taunton 3060. [7100

MORGAN Plus 4 drophead coupe, used only for local demonstrations, new in every respect, special price.—Apply Coventry Motor Mart, Ltd., London Rd., Whitley, Coventry. Tel. 2146-7. [7229

1954 Morgan Plus-Four 2-seater, latest works model with slopping radiator and built-in headlamps, finished British Racing Green, leather upholstery; h.p. terms and exchanges.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

SLOCOMBES, Ltd.

IF you are unable to bring your car to us please write or 'phone full details and we will visit you. —Dudden Hill Lane, Neasden, N.W.10. Willesden 4869; nearest Underground Dollis Hill Stn. [W4017

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—P. H. Douglass, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

BM

1949 Minor tourer, carefully used, mechanically faultless, excellent tyres, spotless in appearance, black, new black hood, piped in off-white; £360, terms, exchanges.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2031. [C1086

EPSOM.

WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

1952 Minor tourer, 20,000 miles, one owner and maintained by us; £450.

WOODCOTE MOTOR Co., Ltd., Epsom 1234. [7016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

BENTALLS, Ltd.

1949 Morris Minor saloon, blue; £385.—Kingston-on-Thames. Tel. 1001. [6945

CAR MART, Ltd.

1952 53 Morris Minor 2-door saloon; £495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

SCOTT CARS offer:—

1953 Morris Minor, 12,000 miles, immaculate; £500.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

COACHCRAFT offer:—

£330 o.n. offer.—1950 series (Dec., 1949, reg.) Minor convertible, same ownership from new, low mileage, nicely kept and in very superior order throughout; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

BRADSTOCK MOTORS, Ltd.

£465.—1952 (September) Morris Minor saloon, black, one owner, 10,000 miles, spare unused, as new.—Below.

£425.—1950 (September) Minor saloon, black, one owner, 16,000 miles only, spare unused, as new; terms and exchanges.—Chase Rd., Epsom 633. [C1090

F. L. CRANMORE Ltd., offer:—

1953 Morris Minor saloon, 2-door, Clarendon grey, mileage 6,000 licensed, as new, £495; 1952 (April) 2-door saloon, grey, licensed, perfect, £485.—Tel. Potters Bar 2040. [C1062

COLLIVER-FISHER, Ltd., offer:—

1950 Minor 2-door saloon; £425.—Northwood, Middx. Tel. 777 (4 lines). [6808

£375.—Morris Minor convertible, green.—44, Chiswell St., E.C.1. Monarch 8178. [6953

1953 Morris Minor saloon, mileage 4,000, one owner, as new, £510.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1951 Morris Minor 2-door saloon, green with black wings, 11,000 miles, heater, one owner; £465.
EUSTACE WATKINS Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer:—

1950 Morris Minor 2-door saloon, grey, one owner, 29,000 miles, new engine just fitted, serviced and guaranteed; very clean and sound car; £425.
SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5956. [C2010

11800 miles, Minor saloon, 1950 (July), heater; £435, finance possible.—Ilford 0326. [7219

1952 Morris Minor saloon; £495.—Hillingdon Motors, 325, Long Lane, Hillingdon. Tel. Uxbridge 412. [C2062

1949 (November) Morris Minor 2-door saloon, one owner, total mileage 18,000, in excellent order throughout; £450.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1949 Morris Minor saloon, exceptional condition; £397.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

£450—1952 (March) Minor coupe, blue, 18,000 miles, spare unused.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

£435.—Morris Minor 1950 saloon, original, excellent condition, just recondition, choice of two; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1952 Morris Minor sln., grey, spotless; £470.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312 [C4019

1950 Oct. Morris Minor saloon, one owner, in excellent condition; £450.—A. E. Cheshire, Ltd., Noble Corner, Gt. West Rd., Hounslow. Tel. Hou. 1062. [7128

485 gns.—Morris Minor, October 1952 saloon, radio, electric clock, passlight, one owner, small mileage, exceptional; terms; exchanges.—Rowland Smith, below.

465 gns.—Morris Minor, 1952 tourer, one owner, small mileage, exceptional; terms; exchanges.—Rowland Smith, below.

375 gns.—Morris Minor, October 1949 tourer, one owner, excellent condition; choice of 9 Minors; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WALTER SCOTT, Ltd.—1950 Morris Minor saloon, fawn, 21,000 miles; £415; choice of two.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

1949 Morris Minor 2-door standard black saloon, in remarkably fine condition throughout; £410.—Coles Garages, Ltd., 42, Worple Rd., Wimbledon. Wimbledon 0195. [C1054

WHITE Minor tourer, 1949, low mileage, excellent condition, 4 new tyres, 2 carburettors, h/c head, deep note exhaust, etc., very fast; £430.—Bubear, 17, Bathgate Rd., Wimbledon 5527. [7106

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloons, green/beige, black/brown, blue/beige; all low mileage, heater; choice three, £489; 1951 grey/beige (heater, one owner), black/beige, choice two, £459; 1952 convertible, green/beige, 16,000 miles, £449; 1949 grey/beige, choice two from £349; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

MORRIS MINOR

TANKARD & SMITH, Ltd., offer 1951 Morris Minor saloon, green/beige upholstery, one owner, nominal mileage, outstanding condition throughout; £425; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

XXX—Quite outstanding 1952 (March) Morris Minor convertible, grey with beige upholstery, a low mileage unmarked car, written guarantee; £475; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

MORRIS Minor saloon, black, supertuned, giving over 80 m.p.h., 40 m.p.g. with complete reliability, modifications and extras too numerous to list, heater. Radiomobile taxed, £475; less radio, £450; convertible to similar specification, £435; both newly tyred, taxed low mileage; 1949 models.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Morris 8 series E saloon, original black cellulose, brown leather interior, absolutely unmarked, nearly new tyres, one owner only, a specimen car, extremely economical to run; 229gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors: part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1948 (March) Morris 8hp series E saloon, fawn and black, brown upholstery, moderate mileage, carefully maintained and in excellent condition; £365.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1948 Morris 8 series E 4-door saloon; £355.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1006

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 series E 2-door de luxe saloon, perfect condition; £275.

1939 series E 4-seater tourer, immaculate condition; £235.

1938 2-door de luxe saloons, choice of 3, all outstanding condition; £195.

1938 4-seater tourer, outstanding condition; £185.

1937 2-door de luxe saloon, superb condition, £175.
EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.
S.G.A. MOTORS, Morris 8 Specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

1946 Morris 8 Series E, excellent example; £335.—Below.

1939 Morris 8 Series E, splendid order; £235.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

£110—1937 Morris 8 saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 Morris 8, splendid mechanical condition, cellulose unmarked; £285; guaranteed.—Below.

1938 Morris 8, in amazing condition, inspection invited; £180.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1939 Morris 8 series E saloon, 2-door, black, resprayed, good condition.—Tel. Tilbury 674. [7205

1939 Morris 8 2-door saloon, excellent condition; £219; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [7136

365 gns.—Morris 8, November 1948 4-door saloon, leather, carefully used, exceptional; terms; exchanges.—Rowland Smith, below.

195 gns.—Morris 8, 1938 de luxe saloon, maroon, sliding head, leather, very good condition; choice of 6 Morris 8s; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1946-47 Morris 8 4-door saloon, excellent, guaranteed, £280; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [C4058

£115.—Morris 8 1937 saloon, original black/green, reconditioned engine, instruction manual.—Lawrence, Park 7773, not after 7 p.m. [7222

£145.—1936 Morris 8 4-door de luxe saloon, blue/black, nice condition; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 (August) Morris 8 4-door saloon, black with brown leather, one owner, in exceptional condition; £355.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

ROUNDABOUT offer:—

1947 Morris 10 saloon, in black, excellent condition; £325.
ROUNDABOUT Garage, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

1947 Morris 10, sun roof, black, excellent condition throughout, taxed; £310.—Macaulay 1265. [7137

£375.—Morris 10 1948 4-dr. saloon, all original, small mileage, almost unmarked, choice 3; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

175 gns.—Morris 10, 1938 saloon, very good condition; terms; exchanges; list; open 9-7 week-days.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS OXFORD

EPSOM.

WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

4000 miles.—De luxe Oxford in clarendon grey, November delivery and unmarked; £650.
WOODCOTE MOTOR Co., Ltd., Epsom 1234. [7017

CAR MART, Ltd.

1952 Morris Oxford saloon; £565.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1054

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1951 Morris Oxford saloon in very exceptional condition, beautifully maintained by fastidious owner, genuine mileage 21,000, fitted radio and heater, leather upholstery as new, rear passenger seat unused, coachwork unblemished; 499gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PHILIP RICKARDS, Ltd., offer:—

1953 Morris Oxford, 6,000 miles, grey, heater, perfect; part exchanges, deferred terms.—4 Brick St., Park Lane, London, W.1. Grosvenor 4772-3 [C3051

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1950 Morris Oxford saloon, radio and heater, 28,000 miles; £445.
9, Albemarle St., London, W.1. Grosvenor 5551. [C1018

1950 Morris Oxford, 15,000 miles; £485.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1953 Morris Oxford, small mileage, absolutely as new; £635; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1951 Morris Oxford, one owner, black, faultless; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312 [C4019

1949 Morris Oxford saloon, black, nice condition, one owner; £395.—Logsdon's Garage, Royston 2281-2. [7228

14000 miles only.—1952 Morris Oxford saloon; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

600 miles only.—1954 Morris Oxford de luxe saloon, clarendon grey, fitted heater, extras include Regency loose covers, spot light, wing mirrors, cost £785; accept £720.—Betts, The Croham Arms, Croham Rd., South Croydon. Croydon 4223. [7124

595 gns.—Morris Oxford, 1953 model saloon, birch grey, heater, one owner, 7,700 miles, spare unused, practically new; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, grey/red (2,000 miles), green/brown (3,000 miles), black/red (6,000 miles), all one owner, choice three, from £599; 1951 green/green, low mileage, £499; 1949 green/green, grey/fawn, choice two, from £429; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Oxford Cars Wanted

FULL value paid for Oxford or similar; trade or privately.—94, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MORRIS SIX

£465 1950 Morris Six saloon, immaculately finished in black with brown leather upholstery, fitted radio and built-in air conditioning, one owner only since new good tyres.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue [C1055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HATTON S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268 [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000 Seven Sisters Rd. Tottenham, N.15. [0098/R

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1. Mayfair 5011 [0717/R

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.
G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [S4053/R

MORRIS genuine spares and specialist service in the West End.
S. MCRRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

ROGERS GARAGE, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [S3054

NASH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

OLDSMOBILE

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

DISTRIBUTORS (RAWLENCE), Ltd.—Sales service and spares.—Blindley Heath, Nr. Lingfield Surrey. Tel 330-1. [0217/R

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £255; hire purchase and part exchanges.
JOHN CAMPBELL MOTORS, 215, Holloway Rd., N.7. North 4441. [C1056

£1750.—1952 Oldsmobile Rocket saloon, 3,800 miles only, heater, radio, seat covers, l.h.d.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1953.—4 Oldsmobile Super 88 saloon de luxe, hydramatic drive, radio, heater, new, unregistered, exceptional opportunity, list price.—Inglis Automobiles, Ltd., 64, Pitt St., Edinburgh 8. Tel. 24287. [6969

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove) W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.
LEX GARAGES, Ltd., are interested to buy recent mode: Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600) [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath nr. Lingfield, Surrey Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models, comprehensive range of spares, exchange engine and unit service.—1-6, Southampton St. Southampton Tel. 3266/4944. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales service and spares.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PACKARD

GE

1937 (late) Packard 120 Straight Eight 4-door de luxe saloon, one owner, low total mileage, magnificent example, finished immaculate black cellulose, red wheels, chromium bright fittings, beige cord upholstery, comprehensively equipped, excellent battery, etc., unused many years; 135gns; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

TAYLOR & CRAWLEY offer:—

1948 Packard 8-cylinder de luxe convertible, right-hand drive, all power operated, radio, heater, 30,000 miles only; £845.

1938 Packard 6-cylinder club coupe, radio, recent maker's overhaul, original unmarked coachwork; £345.
HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213.

LEONARD WILLIAMS & Co., Ltd.,
PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black, 3,000 miles only, one owner; £2,795. —Leonard Williams, below.

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, black, 600 miles only, unregistered; price £2,950.—Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [6990

PACKARD

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1939 Packard Six overdrive saloon in black, numerous accessories include fitted radio, loose covers, twin spot lamps, demisting equipment, electric clock, cigar lighter, link mats, etc.; supplied to and maintained since new for the original owner by the distributors; this is a car for the connoisseur who prefers the 1939 quality of an American top-grade car which is faultless and in mint condition thorughout; a unique opportunity for the discriminating owner to acquire a luxury car for £495.
PHENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [C3044

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Packard, black, cloth upholstery, radio; £210.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1938 Packard foursome drop head coupe; £185.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

1938 Packard Fenton cabriolet, guaranteed; £260; also.

1937 saloon, guaranteed; £165; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

PACKARD Clipper, latest model, 3,000 miles only, 4-door saloon, radio and heater, blue.—Below.

1938 Packard coupe, specimen car, one owner; £265.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

PACKARD Six, 1938, in wonderful condition; £245; terms and exchanges.—204, Ballards Lane, N.3. Finchley 2920. [7194

1937 Packard 120 touring saloon, exceptional condition; £335.—Jacquier, Ltd., 295-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

£195.—1936 Packard 26hp saloon, in outstanding condition, comparable to many 1953 models; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

225 gns.—Packard, 1938 34hp touring saloon, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

GUY ALFREDS & Co., Ltd.—1939 Packard Super 8, maintained by concessionaires, outstanding condition; 1938 Packard saloon, 1950 condition; 1936 Packard Club saloon, superb order.—6-7, Warren St., W.1. Euston 3268 [1005

ROSE & YOUNG, Ltd., offer 1937 Packard V12 8-passenger limousine with division, l.h.d., this car has only done 23,000 miles and is indistinguishable from new, believed to have cost nearly £3,000 when new, ideal for continental hire work; £475.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057

LIMOUSINES, 1939 Super-32hp, (Deluxe £1395 model Coachwork), black, forward occasionals, immaculate condition carriages. £525. Selection from £325, certified mechanically, ready service. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.
PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSONS MOTORS (WEMBLEY) Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards. —91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

LEONARD WILLIAMS & Co (1940) Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 3400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

PEUGEOT

TYPE 203, August 1951, l.h.d. sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, immaculate; £585.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

PLYMOUTH

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

PONTIAC

SIMPSONS MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Pontiac buyers.—Wembley 8691/3903 [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd. Pontiac Works, Jubilee Place Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.
SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C3015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0621/R

OSCAR MOORE wishes to dispose of the H.W.M.-Jaguar; a part exchange would be considered and H.P. terms could be arranged.—204, Ballards Lane, N.3. Finchley 2920. [7193

Racing Cars Wanted

WANTED, F3 racing car or chassis; fullest details.—G. M. Callds, 101, West Coker Rd., Yeovil, Somerset. [7236

RAILTON

ELITE MOTORS offer:—

1939 Railton 17hp sports saloon, grey cellulose, fitted with radio, exceptionally well maintained condition throughout, any trial or inspection; yours for £82 deposit, cash price £245.
ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel Balham 2474 (10 lines). [2005

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5181. [0333/R

RAILTON d.h. coupe, good condition, radio, heater; £265.—Call Sundays or write Feltham Lodge, Harlington Rd. West, Feltham, Middx. [6958

£320.—1938 Railton Straight 8 razor-edge saloon, overhauled new tyres, radio, post-war condition inside and out, or exchange small car.—Adiem, 7, Thetford Rd., New Malden, Surrey. Malden 4189. [7114

1938 Railton Sandown saloon, 16.9hp, black and grey, in excellent condition throughout, any trial or inspection; £295.—Allwood, Yew Tree House, Bulkeley, Malpas, Cheshire. Tel. Cholmondeley 217. [7072

RAILTON 6 1939 Fairmile d/h coupe, 21.6hp makers reconditioned engine May, 1952, complete respray, new hood and lining 1953, heater, colour light grey, perfect condition, privately owned; £325.—Tel. 3503 Maidenhead. [7131

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

BRADSTOCK MOTORS, Ltd.

1952 (August) Renault 750 de luxe, fitted heater, twin Marchal spot lights, roof rack, etc., one owner, low mileage, excellent condition.—Chase Rd., Epsom. Tel. 633. [C1090

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, offer:—
RENAULT 750 saloons, 1953 to 1954, choice of 4; from £495.
RENAULT.—1938 12hp drop head coupe, dicky; £195. [4070

PART exchange clearance! 1939 Renault 12 drop head coupe, £125; also 1934 12 saloon, £75; both excellent condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723 [C1021

1953 (May) Renault 750cc saloon, tiny mileage, spotless, A.A. invited; £485; exchanges, H.P. —11, Ferrymead, Prestwich, Manchester. Prestwich 2057. [7074

Renault Cars Wanted

750 Renault saloon wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [7027

RICHARDS & CARR buy rear-engined Renaults.—35 Kinnerton St., London, S.W.1. Sloane 5424. [W5045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, purchase all models [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20581. [0911/R

RILEY

AUTOMO offers:—

1940 Riley 12 Nuffield saloon, excellent condition throughout, £315; also 1937 Riley 9 4-door black saloon, £185.—229, West End Lane, Hampstead 3430. [7133

MERCURY offer:—

£595.—Late 1949 2½-litre Riley roadster, finished in satin bronze, this car is in first-class order in every respect and is open to any examination.
YOUR present car accepted in part exchange.
TERMS with pleasure.
MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3014

HAROLD SIMONS, Ltd. offer:

1947 Riley 1½ saloon, black, one owner, press-button radio, very good appearance and performance; £325, three months guarantee; service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons Ltd., 397-401, High Rd., East Finchley, N.2. (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065

BRADSTOCK MOTORS, Ltd., offer:—

1949 Riley 2½ saloon, one owner, low mileage, fitted radio, in excellent condition throughout; £595, three months' guarantee.—Chase Rd., Epsom. Tel 633. [C1090

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

£498.—Riley 2½-litre 1948 saloon, especially nice condition, all extras; choice 2; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

THE RILEY CENTRE (GORDON & GLYNN).

OFFER from England's largest show of pre-war Rileys the following examples:—

£475.—1947 1½-litre saloon, one owner, low mileage, superb.

£295.—1935 9hp Imp 2-seater sports, spot-on throughout.

£245.—1936 1½-litre Adelphi, in outstanding condition.

£195.—1935 1½-litre Kestrel, just completely overhauled and in lovely condition.

£195.—1936 Imp Kestrel, a little beauty.

£135.—1934 9hp tourer, excellent.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 189-195, Pavilion Rd., Sloane St., S.W.1. (3 minutes Sloane Square Tube.) Sloane 8326/4426. [C3069

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1954 (new) 1½-litre, choice of colours; £1,205.

1952 (April) 2½-litre, autumn red with red leather, 12,000 miles; £945.

1952 (September) 1½-litre, green with beige, 13,000 miles; £895.

1946 (November) 1½-litre, black with red, 40,000 miles; £475.

49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

RILEY Falcon 1½-litre 1937, good condition; £235.—Bow 5618, 6-8 p.m. [6098

1951 Riley 1½-litre saloon, duo-green, immaculate; £725.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [7217

1939 Riley 12 saloon, excellent condition; £250.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

1947 (December) Riley 1½ saloon, grey/red, radio, excellent condition; £525.—Dobsons, Ltd. (Riley Agents), Staines 801. [C1074

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

1946 (July) 1½ Riley saloon, £450; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

£225.—1937 Riley 9hp Monaco saloon, exceptionally clean; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£185.—Riley 9 Monaco, 1937 (November), good mechanical condition, overdrive.—Dixon, 135, Mowbray Rd., Cambridge. [7225

1953 (September) 2½-litre saloon, 3,800 miles, beige and black, red leather, Motorola radio; £950.—Mayfair 5242. [C3050

1952 (Dec., 1951) Riley 2½-litre saloon, black, brown leather, Tygan covers, heater, screen washers, 30,000 miles, one owner; £795.—Hatch End 1577 (business hours). [6748

1936 1½ sports saloon, now being completely reconditioned, seen any time.—Riley Repair, Spares & Sales, Victor Gillow, 142, Holland Park Avenue, W.11. Park 6736. [7120

1950 (April) Riley 1½-litre saloon, black with green leather, one owner, as new; £685.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7059

395 gns.—1947 Riley 1½-litre saloon, extra spotlamps and fitted heater, beautiful condition, no offers.—Middleton, 13, Tickhill Rd., Balby, Doncaster. Tel. 53901. [7082

1947 Riley 1½-litre saloon, finished in the original and unblemished black with red leather interior, fitted heater, etc., mileage 30,000, in showroom condition throughout; £475.—Below.

1950 Riley 2½-litre, finished in duo grey, in really superb condition, fitted radio, heater, etc., etc., the interior is upholstered in red leather and is unmarked; £850.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

545 gns.—Riley, 1948 (registered 1949) 1½-litre sports saloon, twin pass lights, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 (March) 2½-litre saloon, dark green, one fastidious owner-driver, genuine 10,800, maintained as new throughout, radio, heater; £835; terms, exchanges.—Palmers, 314b, Hagley Rd., Edgbaston, Birmingham. Tel. Bearwood 1197. [7142

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1949, a one owner car finished maroon, coachwork quite unmarked, bills and service charts available for regular maintenance by Riley agents, several extras; £595.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1948, another one owner specimen, expertly maintained, 28,000 recorded miles; £595.

CAMDEN MOTORS for Rileys.—1½-litre Kestrel 6-light saloon, 1936 series 12hp model, with swept lines, knock-on wheels and features very much in advance of its year, very outstanding performance; £195.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1947, late registration model with some 1948 features, lately owned by local bank official and used for week-end motoring only, £545; earlier 1947 models from £495.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

RILEY

1948 Riley 2½-litre, registered December 1947, black saloon, with green leather, mileage 35,000, tyres as new, new battery, this car is in superb condition throughout, being carefully used and maintained; £485.—Vandyke (London), 2975 or 4958, 10-6 p.m. [7210

1938 Riley Victor, 1½-litre, automatic overdrive, engine, chassis and body completely overhauled this year at cost of over £200 (receipts available), engine not yet run-in, whole car is almost as new throughout; £325, no offers.—Carter, 5, Broomfield St., Eastbourne. Tel. 3956 after 6 p.m. [7095

Riley Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. [W3008

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

PRIVATE owner wants 1953 Riley 1½-litre, small mileage.—Hepworth, Sandisplatt Rd., Maidenhead. [6950

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

REQUIRED, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

THE CAR MART, Ltd., London, wish to purchase Riley cars.—362, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

POST-WAR Rileys urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. [W2058

CHILTERN CARS urgently require Imps, Sprites, Lynx and Kestrels.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [W1045

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch. Tel. 1681. [4661

COLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3322. [4655

XXX H. F. Edwards offer immediate cash for good Riley cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

1953 Riley 1½-litre and 2½-litre saloons urgently wanted must be low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0443

RILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

J. JAMES (LONDON) Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

ROLLS-ROYCE

CM

CAR MART, Ltd.

1937 Rolls-Royce Phantom III E. J. Mulliner 4-light razor-edge sports saloon; £1,195.

CAR MART, Ltd., 37, Davies St., Berkeley Square, W.1. Mayfair 5011. [C1059

RIPPON.

RIPPON.

RIPPON BROS., Ltd.,

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1929/30 Rolls-Royce Phantom II sedanca de ville limousine by Kellner of Paris, in extremely nice condition, winner of 1931 Monte Carlo Concours d'Elegance; 399gns.

HIRE purchase terms on the spot with no references, no formalities or gaurantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1951 sports saloon with division by James Young, painted black and upholstered in grey hide; speedometer reading 28,000 miles; price £3,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66 London Rd., Tooting. Tel. Mitcham 3951. [C4039

PB, Ltd., offer:—

1939 Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige, grey leather, engine just completely overhauled, exceptional car.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5055

H. R. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 R type sports saloon, midnight blue with beige hide; £5,800.

1952 R type sports saloon, tudor grey with grey hide, 27,000 miles; £5,650.

1951 Freestone and Webb sports saloon, black with blue hide, 40,000 miles; £5,600.

1951 Standard steel saloon, green with green hide, 51,000 miles; £2,550.

1950 Standard steel saloon, grey with pale blue hide, 59,000 miles; £2,500.

1949 Standard steel saloon, black with beige hide, 59,000 miles; £2,200.

1948 Standard steel saloon, black with blue hide, 64,000 miles; £1,950.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

JACK OLDING, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

1948 Silver Wraith Park Ward saloon, black/beige leather, 35,000 miles, one owner; £2,650.

1938 25/30 Thrupp & Maberly sports saloon, black/brown leather; £1,450.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5244. [C5050

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1951 H. J. Mulliner sports saloon, black with cream hide, 47,000 miles; £4,900.

1949 James Young razor-edge sports saloon, black with blue hide, 45,000 miles; £3,500.

1947 Hooper touring limousine, silver and black with blue hide, 7,600 miles; £3,450.

1935 Gurney Nutting 20/25 Sedanca, black with fawn hide and cloth; £950.

1933 Gurney Nutting P.II Owen Sedanca coupe, dark green with green hide; £850.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [5052

FRANK DALE offers:—

1937 25/30hp Windover limousine, F.F. seats, recondition; £775.

1937 25/30hp foursome d.h. coupe, exceptional order; £850.

1934 20/25hp 4-door sports saloon, reconditioned; £600.

1938 25/30 razor-edge sports saloon; £975.

61, Lancaster Mews, W.2. Padd. 4681. [C1067

RUSSELL MOTORS offer:—

1939 Rolls-Royce 25/30 GXR series 4-door sports saloon by Cockshoot, radio, heater, screen washers, etc., exceptional condition throughout.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C5060

KNIGHTSBRIDGE MOTORS, Ltd.

1937 25/30 Rolls-Royce Wingham cabriolet, finished in black with grey leather interior, new hood, and in first-class condition; £855.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2053

HENDON CENTRAL GARAGE, Ltd., offer:—

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black privately owned, serviced recently by works; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6969-5. [C2054

25hp Rolls owner-driver hard top close coupled sal., radio, heater, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

ROLLS-ROYCE 1936 20/25 saloon, immaculate, taxed £995.—Dr. Bartlett, Saffron Walden, Essex. [7082

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer:—

1939 30hp H. J. Mulliner sedanca; £975.

1935 25hp Park Ward sports saloon; £750.

1934 25hp Freestone & Webb sports saloon; £875.

1933 25hp Thrupp & Maberly 6-light saloon; £500.

1932 25hp H. J. Mulliner saloon; £350.

1931 25hp sports saloon with division; £295.

1926 20hp Rippon open tourer; £225.

AND many others with various types of coachwork.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C3007

CHIPSTEAD MOTORS, Ltd., offer:—

20 hp 1929 Hooper fixed head sports coupe, recellulosed blue and black, specimen; £395.

25 hp 1934 series very low Thrupp & Maberly drop head coupe, black/red, new leather hood, specimen chassis, lovely car; £685.

PHANTOM II Continental Owen Gurney Nutting sedanca coupe, late 1933, dark green, reconditioned engine, etc., late property of film star, specimen; offers

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £900; £1,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

HEARSES Rolls 1937 and 1935 complete with unused Hearse bodies. Written Guarantee

WRAITH Chassis available. We will build body to your requirements. Quotation given.

ALPE & SAUNDERS (Coachbuilders) Ltd. Head Office Hearse Enquiries, Station Approach, Kew Gardens. Richmond 1161. [7030

PRIVATELY, Rolls-Royce 30hp Black Wraith Hooper limousine, 50,000 miles, perfect condition; £2,000.—Box 3561. [7163

1938 (Aug.) 25/30 Cockshoot, owner-driver saloon, speedo reading 40,000, black/brown leather, spotless throughout; £995.

TERMS. Exchanges.—Cyril Sheppard of Reading. Sonning 2345. [6468

1935 20/25 7-passenger limousine, one owner, small mileage; £695.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022/1

1932-3 20/25 4-light owner-driver saloon, Park Ward, original cellulose; £265.—Box 3583, Molesey 913 (Searle). [C2069

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

1926 20hp Rolls-Royce, fitted with caravan body; in spite of its age this vehicle is in exceptional condition; offers invited.—Egham Motor Co., Egham. [7198

CAMDEN MOTORS for limousines—the largest selection in the country, over 60 in stock, including Rolls-Royces—see under Limousine classified section in this issue. [C1035

ROLLS-ROYCE 20, 25 and 30hp owner-driven saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [6838

1939 privately owned 25/30hp Rolls-Royce Hooper limousine, face forward occasional seats, radio, heater and many extras, little used and in exceptional condition.—Egham Motor Co., Egham. [7198

1933 (September) Rolls-Royce 20-25 Barker 4-door de luxe saloon, fitted drop division in really exceptional condition throughout; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1935 Freestone & Webb 25hp owner-driver saloon, heater and radio, beautiful lines, immaculately maintained by 2 owners only, photo sent; £800.—Wes. 0628; write, Owner, 30, Gloucester Rd., S.W.7. [7065

1935 late series 20/25 Rolls-Royce sports saloon with very attractive body by Park Ward, recellulosed and fitted with many extras, taxed for year; £750.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

ROLLS-ROYCE 20/25 (Sept. 1935) saloon with disappearing division, one owner throughout, beautifully maintained, £765; also 30hp Phantom II and Phantom III owner-driver saloons and drop head 4/5-seaters from £565.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544.

ROLLS-ROYCE grey saloon, coachwork by Lancefield. 25hp, 43,000 miles, chauffeur-driven, first registered 1932, perfect running order, taxed; best offer.—Apply Upwood Estates, Ltd., Upwood, Huntingdonshire. Ramsey 3122, 9-9.30 a.m. [7238

THE SOUTHERN MOTOR Co. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gilliam Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [6980

25/30 limousine, 1937, large face-forward seats meeting, superlative condition, privately owned, brown furniture hide throughout, heater, very small mileage, history available; £945; h.p. terms, exchanges.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4004. [C3017

ROLLS-ROYCE

1938 Thrupp & Maberly sports saloon, with division; this car is in magnificent condition, recently completely overhauled at Rolls-Royce costing £162; one private owner; chauffeur maintained; £1,100.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq. Gro. 4747. [6977

1938 series first registered May, 1946, 25-30 Rippon 7-passenger limousine, one owner, chauffeur maintained, black, leather front, cloth rear, nominal mileage, in immaculate condition throughout; £965.—George Newman & Co. (B'ton), Ltd., 39-40, Old Steine, Brighton 28102-4. [7140

£295.—Rolls-Royce 20-25, 1932 Park Ward owner driver saloon, delightful condition, grey cellulose with loose covers over blue leather upholstery, mechanically above reproach, and motors as it should, outstanding value at £295; terms and exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

A & S display selected privately owned first class condition Limousines (certified mechanically—ready service).

LIMOUSINE 1935/25hp, partitioned, Hooper, Thrupp, forward occasionals, outsweet tail, bargain. £585.

LIMOUSINE 1938/30hp, Hooper, partitioned Deluxe Coachwork, forward occasionals, privately owned, mileage 44,000, delightful condition throughout, reasonable cost.

9280 miles Phantom III (Series BT, registered 1946), Park Ward partitioned black Limousine, forward occasionals, unblemished, (detailed history available), unrepeatable opportunity.

WRAITH limousine 1939/30hp, Park Ward, partitioned, forward occasionals, carefully maintained, recorded mileage 25,000, black, £1460.

WRAITH limousine 1939/30hp, partitioned Hooper Deluxe Coachwork, widest occasionals, black, 1952-condition throughout, genuine small mileage, certified mechanically, history available, exceptional value.

ALPE & SAUNDERS LIMITED Seven Passenger Rolls-Royce Specialists, Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

C

M

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good owner-driver Rolls-Royce.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0545/R

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, accredited Rolls-Royce and Bentley retailers and repairers, wish to purchase good low mileage cars.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6285

A & S urgently require 25/30hp Saloon and coupe with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941 [W1006

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5050/R

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [B1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 10, black, with brown leather, in very good condition throughout; £525.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [C4057

1940 model Rover 10, black saloon, heater, one owner, good condition.—Tel. Tilbury 674. [7206

ROVER 10

1939 Rover 10, just overhauled, genuine excellent order throughout; £315.—Colton, Brookfields, Desford, Kettering, Northants. [6957

CAMDEN MOTORS for Rovers.—10hp 1939 saloon, finished in black with brown leather upholstery, very smart and mechanically sound; £325.

CAMDEN MOTORS for Rovers.—10hp 1937 saloon, good condition, well maintained by its one previous owner, recent engine overhaul; £245.

CAMDEN MOTORS The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

£525!!!—1947 Rover 10 de luxe saloon, magnificent small mileage vehicle, in specimen condition; 3 months' guarantee; hire purchase; exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2059

265 gns.—Rover 10, 1940 model 4-door saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER 12

BENTALLS, Ltd.

1947 Rover 12 saloon, black with brown upholstery; £515.

TEL. Kingston 1001. [6448

1934 Rover 12, nearest offer £120.—P. Advice, Slo. 6531, after 6 p.m. [7053

1938 Rover 12 6-light saloon, good condition; £215.—Paddington 9196. [C2069

1938 Rover 12 saloon, excellent condition, taxed; £250.—Ace of Spades, Great West Road, Hounslow 5476 (Osterley Station Tube). [C2050

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £495; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1086

395 gns.—Rover 12, 1946 de luxe saloon, sliding head, leather, carefully used, excellent condition; choice of 3 Rover 12s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Rover 12 saloon, finished in the original and unblemished Rover dark green with leather interior to match, all of which are in excellent condition, all tyres are equal to new, the car is fitted with heater and has been Rubberseated underchassis, a most beautiful example; £495.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3001

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1947, March, delivery; in the hands of one careful owner up to January, 1952, and unused from that date owing to prolonged illness of late owner; much lower mileage than most other 1947 cars, and in entirely original condition except for new set of tyres which we have just fitted and new Lucas battery; strongly recommended; £545.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

ROVER 14

ROVER 1939 14hp foursome drop head coupe, new engine, excellent appearance, radio; £315 or exchange.—130, Church Rd., Birmingham 13. South 1146. [7025

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork like new, interior magnificent, chassis faultless, 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2059

CAMDEN MOTORS for Rovers.—14hp drop head foursome coupe, genuine 1940 model with late-type features and identical to the post-war series, Tickford bodywork, smart modern appearance, smooth, silky engine with the effortless performance so often evident in this outstanding series; £595.

CAMDEN MOTORS for Rovers.—14hp saloon de luxe, 1948 registration (1947 series and chassis number), late property chartered accountant, sole owner since new, used entirely for week-end motoring, very, very good condition; £525.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1937 Rover 14hp sports saloon, engine overhauled last year, good tyres, battery, etc.; £195 or £65 deposit, balance over 18 months; exchanges; insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

ROVER 16

AUTOMOBILIA, Ltd., offer:—

1938 Rover 16 4-door de luxe sunshine saloon, green, green leather, excellent condition; £525.—Automobilia, Ltd., Pippbrook Garage, Dorking 4503, 3891. [C1089

H. BEART & Co., Ltd., offer:—

1947 Rover 16 6-light saloon, in blue, with blue cloth upholstery, very good condition for year; £450.—108, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

ENGINES RECONDITIONED, Ltd., offer:—

1937 Rover 16 saloon, indistinguishable from new, black with brown leather; £235.—333, Pinner Rd., Harrow, Middx. Tel Harrow 5366. [C2070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

1947.—Rover 16 saloon, black, fawn interior, heater; £475.
BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [7003

1947 Rover 16 saloon black, brown leather, very nice condition, guaranteed; £465.—Silverthorne Motors, Ltd., 11, Pitzroy Sq., W.1. Euston 7811. [C4011

1939 Rover 16 de luxe 6-light, exceptional condition, 1947 features, maintained by Rovers, all receipts available; £355.—80, Avondale Rd., Bromley, Kent. Lee Green 5817. [7135

£265.—Rover 16 Sportsmans saloon, resprayed black, retrimmed, engine and chassis reconditioned, perfect condition makes this car a pleasure to drive.—John Jordan, Sandy, Beds. Tel. 64. [6912

1947 Rover sports saloon, maroon, leather, Radiomobile, heater, Ace Rimbellishers, 2 new tyres, silent and economical, indistinguishable from new, taxed; £475.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

ROVER 20

1939 Rover 20, black sports saloon, magnificent, one-owner car, superb mechanically, licensed to December; £285; part exchange or H.P. terms.—Hermit Car Sales, 250, Belsize Rd., London, N.W.6. Maida Vale 1341. [7246

ROVER 60 & 75

CAR MART, Ltd.

1948 Rover 60 4-light saloon; £595.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

NEWNHAMS, Ltd.

1952 Rover 75 saloon, black, loose covers, carefully used; £995.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

GATEHOUSE offer:—

1950 Rover 75 saloon, black, very nice car; £775.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

COX'S, of Leicester!!!

COX'S.—Specialists in carefully used Rovers, largest selection.
COX'S.—1953 (March) Rover P.4 4,000 miles, black, red leather, fitted heater, cigar lighter, additional lamps; £1,125.
COX'S.—1953 model Rover P.4, black with green leather, truly immaculate condition, spare unused, low mileage; £1,050.
COX'S.—1951 model Rover P.4, green with grey leather, one owner reasonable mileage, perfect condition throughout; £825.
COX'S have several other fine examples of Rover cars for your choice.
CASH, terms, exchange.
COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60519 [C1059

BOON & PORTER, Ltd.

1950 P4 saloon, green, heater, 39,000 miles, serviced by Rover Motor Co., excellent condition; £725.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1020

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black, radio, covers 4,000 miles, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

H. A. SAUNDERS, Ltd., of Worcester.

1951 series Rover P.4 saloon, green with grey leather, fitted heater, 14,000 miles only; £845.
AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 Rover 75 P4 saloon, heater, excellent condition, highly recommended; £795.
AUSTIN House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011 (10 lines). [C4004

1952 (Oct.) Rover 75 sal., blue, 13,000 miles, one owner, H.M.V. radio; as new; £1,025.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [C4029

1953 (May) Rover 75 saloon, green, radio, 8,000 miles, one fastidious owner; £1,045.—Weybridge 600. [C4023

1953 Rover 75 P4 saloon, black with red interior; the entire car is indistinguishable from new with a genuine mileage of 5,000; £1,075.
MORSMITH MOTORS, Ltd., Rover Distributors, 41-47, Frederick St., Cardiff. Tel. 30791/3. [6910

CAMDEN MOTORS for Rovers.—75 saloon, 1951 model and registered, P4 series with built-in heater, etc., beautiful low mileage specimen; £825.
CAMDEN MOTORS for Rovers.—75 saloon 1950 P4 model similar to above, finished in beige with red upholstery, built-in heater, screenwash, etc., one owner; £745.
CAMDEN MOTORS for Rovers.—75 saloon, 1949, 6-light series, with leather upholstery, recently overhauled, serviced, etc., engine decoked new tyres fitted; £615.
CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055

1951 Rover 75 saloon, Connaught green, 12,000 miles H.M.V. radio and heater, one careful owner, immaculate condition throughout; £900.
GEE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac 3363. [6966

1951 Rover 75, fitted radio and heater; £895.—Dunham & Haines, 46, Castle St., Luton 2100/1. [C1079

ROVER 60 & 75

1953 (Feb.) Rover 75, one owner, mileage 9,000, perfect condition, as new, finished black and green; £1,095.—Dry's Garage, Kenton. Wor. 1143. [7022

£625.—1948 Rover 75 saloon, one owner, immaculate.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1948 Rover 75 saloon, black and brown, superb condition; £595.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1948-9 Rover 60 saloon, in similar condition to above, finished in duo black/grey with grey leather interior and carpets, fitted H.M.V. radio and heater, etc., etc.; £595.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1952 (November) Rover 75 P4 saloon, black/green leather, 9,000 miles, taxed December, excellent order throughout; £975.—Henry Griffith & Sons, Ltd., Tuckbrook Rd., Leamington Spa. Tel. 176. [7237

XXX 1949 (May) Rover 75 saloon, a quite immaculate one-owner car, black with red leather upholstery, H.M.V. radio, loose covers, delightful performance, quite exceptional example, thoroughly recommended, written guarantee; £675; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Rover 60 & 75 Cars Wanted

WANTED, P3 Rover 60, good condition, low mileage, 4-light black preferred.—Mill Hill 2104. [7055

1949 Rover 60, grey, 6-light saloon, in showroom condition.—Thorne, 161, Maidenway Rd., Paignton. [7113

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

COACHCRAFT offer:—

£235.—1949 Land-Rover, regularly serviced and in very good order throughout, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), offer:—

1952 model Land-Rover, 18,300 miles, one owner, very attractive vehicle; £395.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

CLARK & LAMBERT, Ltd., the Land-Rover distributors, offer:—

1952 2-lt. Land-Rover with hard top, indicators, etc., 8,600 miles road only; £450.
TRINITY PLACE GARAGE, Eastbourne. Tel. 4660. [6916

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS Ltd., England's Leading Motor Agents. [0029/R

GE

1947 (Nov.) really outstanding Rover 12hp 4-door 4-light de luxe Sportsman saloon with sliding roof, one owner, 6,000 miles since complete mechanical overhaul, finished immaculate original sparkling black cellulose, chromium-bright fittings, brown leather upholstery with finest blue tartan tailored loose covers by Oyler, polished facia panel and fillets; equipped—comprehensive instruments, freewheel, H.M.V. press-button radio, Smiths heater, demisters, twin-tone horns, passlight, badge-bar, reversing light, built-in toolkit etc.; maintained regardless; new battery, excellent tyres; 495gns.; written guarantee, hire purchase, part exchanges.—Below.

1937 equally outstanding Speed 20 Rover 4-door 4-light sliding-roof de luxe Sportsman saloon with sweet tail incorporating spacious luggage compartment, one previous private owner, low total mileage, maintained by makers, finished outstanding unmarked sold-lined black cellulose, beautiful blue leather, carpets/roof-lining to tone, polished interior woodwork, equipped—comprehensive instruments, all tools, sprung steering wheel, freewheel twin-tone horns, passlight, badge-bar, magnificent knock-on easy-clean wheel discs, near-new tyres and battery, etc.; genuinely comparable in condition to the above post-war car; 256gns; written guarantee, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000

ROVER MISCELLANEOUS

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 3548. [0080/R

CASS'S MOTOR MART.—1940 Rover 14 saloon, black, one owner, £395; 1947 Rover 16 saloon, black, one owner; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242/R

ROVER saloon or tourer, 12/16hp, good condition.—Box 3558. [7160

REQUIRED, good used Rover.—O. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

POST-WAR Rovers urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey. Richmond 4014. [W2058

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0556/R

SIMCA

1954 Aronde saloon, low mileage, showroom condition.—C. V. Rushmer, The Fiat Specialist, 59, Holland Park, W.11. Park 5751. [C3061

1954 Model Simca grand large 2-door sports saloon, loose covers, mileage 3,000, white-wall tyres, many extras, the only car of this model in England; £1,025.—Below.

1954 Model Simca Aronde saloon, white-wall tyres, mileage 3,000, as new throughout; £845.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C3040

SINGER

WM

WELBECK MOTORS, Ltd., again proudly offer a brand new Singer at an almost incredibly low price:—
NEW and unregistered Singer 1500 saloon, in black with red interior at special reduced price of £760 (this is a 1953 model but is virtually identical to current one).
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1159 (6 lines). [C4049

B. J. HUNTER, Ltd., offer:—

1951 Singer S.M. saloon, recent check-over, positively unmarked; £550.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1953 Singer SM1500 saloon, new, shop soiled; special price £795.

1953 Singer SM1500 saloon, 4,000 miles; £695.

1951 Singer SM1500 saloon, radio, one owner; £525.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025

1952 Singer SM1500 saloon, black, leather upholstery, well equipped, one owner; £595.
PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [7004

1952 Singer SM1500 saloon, black, beige interior, equipped with radio, heater, spotlamp, screen-washer; £625.
PARKERS, Ltd., Bradshawgate, Bolton 4060. [7005

1948 Singer 10 saloon, good, selling on behalf of client; £285; terms and exchanges.—Roys Autom-obiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 6894. [C3059

395gns.—Singer 9, 1951 4AB sports roadster, red, fawn leather, heater, foglamps, glass side-screens, 1 F.S., excellent condition; choice of three 4 A.B.s; terms, exchanges.—Rowland Smith, below.

245gns.—Singer 9, 1939 sports roadster, glass side-screens, very good condition; terms, exchanges.—Rowland Smith, below.

175gns.—Singer 9, December, 1939, saloon, sliding head, good condition; terms, exchanges.—Rowland Smith, below.

69gns.—Singer 9, 1939 model tourer, leather, good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

CAMDEN MOTORS for Singers.—1951 SM1500 saloon. May delivery, finished blue with beige interior (leather), built-in heater, reversing lamp, fog and passlights, screenwash, extensively overhauled last year £495; also two Singer Roadsters, 1951 and 1952 models and a Le Mans two-seater 9hp super sports, a little beauty with many extras, at £145.

CAMDEN MOTORS for Singers.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & A. Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6473

THE Singer agents for spares, service, repairs. Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2 [0605/R

MANCHESTER, South Lancashire, North Cheshire specialised sales, service and spares facilities.—Parkers, Ltd. Distributors, Bradshawgate, Bolton. Tel. 4060. Deansgate, Manchester, Deansgate 4507. [0390/R

SPORTS CARS

BERT MASON.

£125.—Standard Avon 16 sports saloon; £135, Hudson 17 convertible; £195, 2-litre M.G. saloon, an outstanding example in Alfa red; £115, Vauxhall Vitesse special sports 4-seater; £125, Vauxhall 14 Grosvenor sports saloon; £95, S.S.16 sports coupe.

SEE under Cadillac columns for a very special motor car that we are in the fortunate position of being able to offer.

A VERY large selection of Jaguars; hire purchase on all cars; we are open till 9 p.m.

BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3075

MERCURY offer:—

£265.—1939 10hp Sunbeam-Talbot saloon finished in metallic grey, excellent runner.

£245!!—1939 Morgan 4/4 2-seater, fold flat screen, twin spares, attractive blue/cream finish.

£245.—1939 Triumph Dolomite 14 roadster, excellent condition, finished in red, new hood.

£245.—Rebuilt to post-war specifications 1951, 9hp Singer Le Mans 2-seater, aerodynamic H.R.G. type body; this very unusual car is in first-class condition in every respect.

£215.—1937 2-litre Frazer Nash-B.M.W. 2-seater Reulter drop head coupe, most attractive car.

£175!!—1936 Singer 9 Le Mans 2-seater, latest type underframe chassis, twin S.U. carbs, Scintilla mag., slab tank and luggage grid, fold flat screens, etc., taxed.

TERMS and exchanges with pleasure.

HOURS 9-6.30 p.m. Sundays 10-1 p.m. for inspection.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 0058-9. [C3013

CHARACTER CARS.

ALWAYS have several interesting and well-conditioned sports and vintage cars for disposal and urgently require details and photographs of others which are for sale.

SEE under Hispano-Suiza.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon. Croydon 2555. [C1044

LAMBS, of Wood Green, offer:—

£275!!!—1951 (reg.) and rebuilt Bentley short chassis Red Label 3-litre sports 4-seater, modernised and fitted special low-pressure tyres.—Below.

£245!!!—M.G. 18hp sports saloon, open the doors, the inside looks new; drive it, it's magnificent.—Below.

£188!!!—Mercedes-Benz, Oct. 1936, 15hp 4-door sports saloon, genuine specimen piece.—Below.

£135!!!—Lagonda 3-litre open sports 4-seater, genuine carefully used vehicle, in excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

WARWICK WRIGHT, Ltd., offer:—

1954 (series) Sunbeam Alpine roadster, red, 6,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

VINTAGE AUTOS (proprietor Jack Bond).

RUN by an enthusiast for the enthusiast.

WE are probably the only dealers in the country who refuse to sell post-war "moderns" at any price and believe "the future is in the past," our stock of good clean, pre-war thoroughbreds includes Vintage, Sports cars and Continental cars of every description' always 90 cars in stock.

HEAD office and main showroom: 66, London Rd., Tooting. Tel. Mitcham 3951; and at our new branch for cheaper thoroughbreds under £150.—185, Elmers End Rd., Beckenham. Tel. Beckenham 2521. Our Tooting branch is open for inspection till 9 p.m. 7 days per week including Saturdays and Sundays. [C4039

1948 Ford 10, trials and sports special, high performance; £210.—Lea 3562 (Cheshire). [7164

B. & G. MOTORS.—See our display advert. on page 41. [C1019

1954 Austin-Healey; £995; terms.—K. N. Rudd, Ltd., opposite Central Station, Worthing 4635. [7203

SPORTS CARS

ROWLAND SMITH'S for sports cars.

575 gns.—Austin A40 sports, September, 1952, convertible coupe, exceptional.

545 gns.—M.G. Midget, September, 1951, T.D. 2-seater, Marshall supercharger, oil cooler, one owner, exceptional.

395 gns.—Singer 9, 1951 4AB sports roadster, glass sidescreens, l.f.s.

395 gns.—Triumph 1800, December, 1947, Roadster coupe, grey, blue leather, unworn spare.

365 gns.—Allard, 1948 sports 4-seater, tonneau cover.

345 gns.—M.G. Midget, October, 1946, T.C. 2-seater.

245 gns.—Lagonda Rapier, 1935 10hp twin ohc drop head coupe, very carefully used.

245 gns.—Singer 9, 1939 sports roadster, glass sidescreens.

195 gns.—Austin 7, 1937 model Nippy sports 2-seater, low pressure tyres.

195 gns.—B.S.A. Scout, 1940 10hp sports 4-seater, reconditioned engine.

195 gns.—M.G. Midget, 1935 model 8hp P 2-seater.

145 gns.—Hillman Aero Minx, 1934 sports 4-seater tonneau cover; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

AUSTIN 7 2-seater, £65; Austin 7 saloon, £45; Alvis Speed 20 tourer, £85; Alvis Speed 20 saloon, £125; Chrysler 25hp saloon, £75; Citroen 15 saloon, £135; Ford V8 saloon, £145; Lagonda 2-litre tourer, £95; Lammas-Graham 17hp tourer, £125; Rover 16 saloon, £145; Singer 9 Le Mans tourer, £75; 551 saloon, £65; Studebaker saloon, £195; Vauxhall 10 saloon, £165; Wolseley 12 coupe, £125; Wolseley 12 saloon, £195.

IMMEDIATE insurance and easy terms on all cars, part exchange, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. (South Ealing or Northfields Tube Station.) [C3041/1

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

CHIPSTEAD MOTORS Ltd., offer mostly reconditioned and in showroom condition:—

A.C., Reg. 1941, 3 carburettor foursome drop head coupe, French blue with new plastic leather hood, immaculate; £445.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, exceptional condition; £295.

DB3 Aston Martin racing 2-seater, late 1953, virtually new, just collected from works after complete rebuild to bring up to latest modifications, now 175bhp one of the first ever offered for sale, as new, ready for seasons events, approximately 150 mph.

DELAGE D.6 70 1958 streamlined saloon, accellulosed bronze, reconditioned engine, brakes, steering, clutch, etc., etc., just fitted. Cotal box, specimen; £495.

DELAGE 135M 1939, model fitted 3-litre engine, completely overhauled engine, gear box, clutch, brakes, steering, etc., Chapron 2-door fixed head coupe, blue/black.

MERCEDES-BENZ 540K supercharged special streamlined foursome d/h coupe, 1938 model, fantastic car, just overhauled by Mercedes, l.h.d.

MERCEDES-BENZ 500K reputed built to special order 1938 and fitted with 540K late type streamlined roadster fixed head coupe body, engine reconditioned new crown wheel and pinion just fitted, reupholstered new hide, one of the most attractive Mercedes ever built.

PEUGEOT type 203, August, 1951; seen under Peugeot column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BENTLEY 4½-litre d.h. foursome, 1930, good condition, one owner, 99,000 miles; £325 o.n.o.—Box 3448. [6923

VINTAGE Bentley owners and buyers! Valuable help! See under Books on page 81.—S.P.A., Harrogate.

£50.—Vintage 12/50 Alvis tourer, in good fettle.—C. Arnold, 8, Homestead Way, Northampton. Tel. 31001. [7061

SPORTS CARS

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance.

W.B.M.T.A. M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:—

BENTLEY 3¼-litre Park Ward sports saloon, ride control, black with brown leather, 1935; £495.

FRAZER NASH Le Mans Replica, 1951, ex Sidney Greene, latest BS1 engine fitted 1953; £1,395.

M.G.—See large selection under M.G. column; also spares and service.

ROLLS-ROYCE 20/25 4-light owner-driver Lancefield saloon, ride control, December, 1934; £445.

FOR this week's Sports Car selection see our display advt. page 41.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list. [C5041

OSCAR MOORE offers what surely must be the nicest S.S. 100 in existence; £575; terms and exchanges.—204, Ballards Lane, N.3. Finchley 2920. [7191

FRAZER NASH-B.M.W. 328/80 G.P. roadster, 1947 registration, £525; Alfa-Romeo 1500, blown, Zagato, £265, S.S.100 3½ 1938 at £475, and another at £450; Austin Special 2-seater, taxed, £95; Triumph Gloria 4-seater sports, superb condition, £235; Morgan water-cooled Jap 4-wheeler, £85; Railton drop head 1937, £165; also similar saloon, £165.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3430. [7154

JOHNSON & BROWN offer 1939 Mercedes-Benz 230 saloon l.h.d., £275; Lagonda M.45 4½-litre V.D.P. tourer, recent engine overhaul, £295; 1937 model Mercedes-Benz 540K supercharged cabriolet, £650; Lancia Astura Farina pillarless saloon, 1939, exceptional, £795; Rolls-Royce 20 2-seater, £200; Rolls-Royce 20 Park Ward saloon, October, '28, exceptional, £295; we urgently require good sports saloons and touring cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria), Ravensbourne 6479 and 2322. [C2078

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

BARTLETT will pay more for good sports cars.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

WANTED, Riley Imp.—Details to Emerick, 33, Brookdale Rd., Walthamstow, E.17. [7249

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

JOHNSON & BROWN require good Continental and English cars.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [W2073

CHILTERN CARS urgently require sports cars in sound condition.—11a, Walter Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

S.S.

1951 (reg.) S.S. Airline 20hp sports saloon, excellent runner, smart appearance; £95 only.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

STANDARD 8

SLOCOMBES, Ltd.

CHOICE of 3 Standard 8s, 2 saloons and one drop head, all guaranteed; from £245; terms and exchanges, cars or motor cycles.—Slocombes, Ltd., 58-52, Dudden Lane, N.W.10. Willesden 4869; nearest underground, Dollis Hill Station. [C4017

£299!!!—1948 Standard 8 saloon de luxe, small mileage, carefully used.—Below.

£199!!!—1939 Standard 8 de luxe saloon, excellent car, beautifully maintained; choice of 2; 3 months' guarantee; hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

275 gns.—Standard 8, 1948, foursome drop head coupe, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Standard 8, September, 1947, saloon, sliding head, discs, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Standard 8, 1946, tourer, black, fawn leather, new hood, carefully used, excellent condition; choice of 4 Standard 8s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 Standard 8 saloon, h.p. terms and exchanges.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016

1946 Standard 8 d.h. coupe, undeniable cond.; £260.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

BRUTONS, Ltd.—1947 Standard 8 drop head, grey, grey interior, new hood; £275.—13-14, Ostend Mews, Emperor's Gate, S.W.7. Fremantle 0342. [C1026

1948 Standard 8 drop head coupe, immaculate, one owner; £285; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6123. [C2068

1939 Standard 8 saloon, reconditioned engine, in excellent condition; price £200 or near offer; seen any time.—Apply Box 3503 or Tel. Winslow 121 Bucks. [6961

£295.—1948 Standard 8 saloon, reconditioned engine just fitted, black, fawn leather, perfect example.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 9

1938 Standard 9hp saloon, good tyres and battery, nice appearance, any trial; £175 or £60 deposit, balance over 18 months; exchanges, insurance, 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) [C4071

STANDARD 12

GLANFIELD LAWRENCE offer:—

1948 (Nov.) Standard 12 drop head coupe, black, one owner; 29,000; very nice throughout; £365.—407, High Rd., N.12. Finchley 0091. [C2053

£395 !!!—1948 Standard 12 drop head coupe, specimen motor car, new hood, carefully used; 3 months' guarantee; hire purchase; exchanges.—LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 1938 12hp saloon, excellent condition; £195.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

1947 Standard 12 saloon, black, brown leather, excellent condition throughout with reconditioned engine and tyres as new; guaranteed 3 months; snip, £299.—DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield Tel. Enfield 3150. [C1075

345 gns.—Standard 12, 1947 saloon, sliding head, leather, one owner, reconditioned engine, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

DICKS.

1948 Standard 14 drophead coupe, carefully used, unrepeatable at £325.—DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1947½ Standard 14 saloon, one owner, absolutely as new; £375; 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Standard 14 saloon, magnificent, guaranteed; £295; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4038

1946 Standard 14 sun saloon, good condition, executors sale; £275.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1947 Standard 14 saloon, black, brown leather, excellent condition throughout with reconditioned engine and tyres as new; guaranteed 3 months; snip, £299.—DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield Tel. Enfield 3150. [C1075

1939 Standard 14 de luxe saloon, one owner, 48,000 miles, in superb condition throughout; £265.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

STANDARD 14 de luxe saloon, sunshine roof, one owner, original condition, guaranteed; £335; exchanges; terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

STANDARD VANGUARD

ALWAYS

STANDARD Vanguards. A selection with a written guarantee and free after sales service at NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction. S.W.11. Batt. 2252. [3022

CAR MART, Ltd.

1953 Standard Vanguard Phase I saloon, radio, heater; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1951 Standard Vanguard saloon, well kept, chauffeur driven; £495.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 Standard Vanguard saloon, blue, 17,000 miles; £550.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Phase II Standard Vanguard, blue, red leather, heater and overdrive; £675.

1953 Phase II Standard Vanguard, black, red leather, radio and heater, low mileage; £660.—BERKELEY Square, W.1. Grosvenor 4343. [7130

£565.—Standard Vanguard saloon 1952, one owner leather upholstery, low mileage.

£495.—Standard Vanguard 1951, one owner, carefully and perfectly maintained.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266 offer:—

1952 Standard Vanguard saloon, grey, heater, very good condition, serviced and guaranteed; £585.—SERVICE works and stores.—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

VANGUARD Phase II, green, green trim, used two months; £100 under list, £695.—Robbins, East Putney. Tel. 4581. [C3010

1951 (December) Standard Vanguard estate car, 14,000 miles genuine, absolutely as new; £625, 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

STANDARD VANGUARD

£365.—Standard Vanguard 1949, excellent throughout, good tyres, well kept; choice 3; many others.—BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

625 gns.—Standard Vanguard, 1953, saloon, heater, one owner, small mileage, spare unused, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard Vanguard, 1949, saloon, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 Standard Vanguard saloon, h.p. terms and exchanges.—Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. [C3018

£385.—1949 Vanguard saloon de luxe, magnificent spotless condition; choice 2; also 1950 and 1951 models; 3 months' guarantee; hire purchase, exchanges.—LAMBS, of Wood Green, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1950 registered Vanguard saloon, maroon, brown leather, heater, just respraved, very good condition; guaranteed; £395.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [C2049

A.Z. MOTORS offer 1952 Vanguard, originally supplied by us, 18,000 miles only, one owner, any examination invited; bargain £525.—Palmerston Rd., N.W.6. Mal. 4725. [C1011

VANGUARD saloon, November, 1951, black with red leather upholstery, heater, screen washer, taxed December, one owner, immaculate; £485.—Oakshott, Thornton Heath 4422, 9-5. [7148

1951 series Vanguard saloon, in maroon, fawn hide interior, low mileage, spot lamp, exceptional; £465; consider part exchange.—14, Offington Gdns., Worthing 849. [C4027

1950 (October) Vanguard saloon, radio, heater, one owner, taxed; £450; terms and exchanges.—Starnes Motors, Standard Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [7180

5000 miles only.—1953 Standard Vanguard saloon, Phase II; £695.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube stn.), W.C.2. Temple Bar 3588. [C1027

1952 Vanguard, overdrive, compression ratio raised, heater, black, beige leather, excellent condition; £580.—Peerless, 28, Varndean Gdns., Brighton, Sussex. [7102

1952 Standard Vanguard saloon, leather, heater, one owner, magnificent condition; £560.—Halls (Finchley), Ltd., N. Finchley, N.12. (Tally Ho). Hil. 1044. [7000

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, silver grey/grey, grey/red, green/beige, grey/grey (overdrive, heater, radio), all low mileage, choice four from £519; 1951 blue/red, grey/grey (radio, heater), black/brown, choice four from £439; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Vanguard or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham Bromley, Sidcup, Bexleyheath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

XXX H. F. Edwards offer immediate cash for good Standard cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units; Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds. 2. Tel. 29439. [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham High Rd S.W.17 [0522

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering WHITE'S GARAGE Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares all models from 1935; replacement units, complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [4251

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4250

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

Standard Spares and Service

LANKESTER ENG., Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/R. [0002/R

STUDEBAKER

METCALFE & MUNDY, Ltd.

1949 Studebaker Champion saloon, r.h.d., black, 4-door, leather upholstery, one of the most economical post-war American cars; £595.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

PRESIDENT saloon; £450; recent overhaul £160.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949, 6020. [C1042

1952 (June) Studebaker Commander V.8 Starline hardtop sedan, r.h.d., radio, grey and maroon, condition as new throughout; £1,575.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3060

STUDEBAKER V.8 Landcruiser, 1953 Olympia Show model, 1,900 miles, overdrive, hill holder, wheel discs, windscreen washer, radio, heater, 2 Lucas driving lamps, 2 reversing lamps, grey with standard upholstery; £2,200.—G. MASON & Co., Ltd., Trafford Park, Manchester, 17. [6940

Studebaker Spares and Service

REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Pri. 6159. [0627

SUNBEAM

WARWICK WRIGHT, Ltd., offer:—

1954 (series) Sunbeam Alpine roadster, red, 6,000 miles; £1,050.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505 [0515/R

SUNBEAM-TALBOT

CAR MART, Ltd.

1951 Sunbeam-Talbot 90 saloon, radio; £675.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

B. J. HUNTER Ltd., offer:—

1951 Sunbeam-Talbot 90 saloon, excellent condition, positively unmarked; £625.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1950 (Apl.) Sunbeam-Talbot 80, 4-door de luxe sunshine saloon, black, red leather, heater, radio, one owner, exceptional condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 3891. [C1089

WARWICK WRIGHT, Ltd., offer:—

1954 (series) Sunbeam-Talbot 90 saloon, gun grey, radio and heater, 5,000 miles; £1,065.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists.

£885.—1953 (June) Sunbeam-Talbot 90 Mark IIa convertible, black with red interior, radio, 9,000 miles only.

£950.—Sunbeam-Talbot Alpine Replica 2-seater coupe, alpine mist with light fawn interior, 1954 specification.

CONFIDENTIAL hire purchase, part exchange.

C 35—41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [6781

1952 Sunbeam-Talbot 90 saloon, bronze, heater; £785.—GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

SUNBEAM-TALBOT 80, July '50, superb cond., blk./red, heater, radio, 22,000, new battery, tyres; £560.—Cils. 2792, after 5.30. [6952

1951 Sunbeam-Talbot 90 saloon, bronze, extremely smart; £685.—Richards & Carr, 35, Kinnerton St. London S.W.1 Sloane 5425. [C3045

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group products; specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow on your present car? There are many advantages in dealing with a Company who give you a "good deal" for you money and "after sales" service; don't delay—ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.—PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1939 4-door 10hp saloon; £245.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949, 6020. [C1042

1948 10hp black sun saloon, 38,000, carefully used, covers, radio, new tyres; £450.—Stevenson, 65, Burton Rd., Kingston. Kin. 4797. [7107

1949 (October) Sunbeam-Talbot 90 green sun saloon, radio, heater, 36,000 miles, one owner; £475.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon Addiscombe 3066. [C1076

1950 Sunbeam-Talbot 80 saloon, gunmetal, 19,000 miles, maintained as new by Rootes, radio, many accessories, faultless condition; seen central London; £565.—Box 3565. [7167

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

CAMDEN MOTORS for Sunbeam-Talbots.—1951 90 saloon, 2¼-litre Mark II model, in black, coachwork unblemished and the whole car in very nice order indeed; £645.

CAMDEN MOTORS for Sunbeam-Talbots.—One 1952 Mark II drop head and one 1952 saloon, both in immaculate order; £725.

CAMDEN MOTORS for Sunbeam-Talbots.—Mark I 90 saloon, 1949 series (Dec., '48 delivery), two previous owners, carefully used and maintained, fitted Trico screenwash, passlights, etc.; £495.

CAMDEN MOTORS for Sunbeam-Talbots. Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

1948 Sunbeam-Talbot 2-litre saloon, a very carefully used one owner motor car; bargain at £425.—Charles Allen & Sons (Wallington), Ltd., Central Works, Melbourne Rd., Wallington 1159. [7127

1948 (Jan.) Sunbeam-Talbot 2-litre sports saloon, grey, perfect; £420.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7040

1940 2-litre Sunbeam-Talbot 2/3-seater tourer, similar Alpine, very elegant and fast car in immaculate condition, mechanically faultless, radio, private owner; £350.—41, Penshurst Gdns., Edgware. [7081

ROYS offer—1940 Sunbeam-Talbot 2-litre sports saloon, exceptional, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

JACK ROSE, Ltd., offer 1950 Sunbeam-Talbot 80 convertible, in black, red hide, clean and mechanically excellent, £575; also Sunbeam-Talbot 80 saloon, in metallic grey, almost unmarked, radio and heater, £450; thoroughly recommended.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

£595!!! Superb 1950-51 Sunbeam-Talbot 90 saloon, black, genuine mileage 22,000 by one meticulous private owner, this car must be seen and compared as we feel it is the finest specimen available.—Northern Motors of Harrow, 188-194, Pinner Rd., Harrow 4444. [C3025

MARK II Series 1951 90 saloon, H.M.V. radio and heater, twin Lucas flamethrowers and demisters, latest modifications including Alfin drums, showroom condition, Alpine mist with red leather; £695.—Donald Pitt, Rodborough Crest Cottage, Rodborough Common, Stroud, Gloucestershire. Amberley 2243. [7054

Sunbeam-Talbot Cars Wanted

ROOTES DISTRIBUTORS REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 8677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

PRIVATELY owned S-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembridge Villas, W.11. Bayswater 0523. [W1013

FULL value paid for Sunbeam-Talbot or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WANTED, Sunbeam-Talbot tourer, saloon considered. 1940 or later if reasonable.—Turner, 18, Birkbeck Rd., Mill Hill, N.W.7. [7079

WANTED privately, Sunbeam-Talbot Mk. II saloon, low mileage; £600 offered.—Full particulars Crowe, 22, Oakfield Rd., Middlesbrough. [6985

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4682

XXX H. P. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details, please, to: 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0069/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

TALBOT 10hp 1938 saloon, black, in excellent condition; £180 o.n.o.—Tel. Derby 42390. [7108

125 gns.—Talbot, late 1938, 3-litre saloon, sliding head, leather, i.f.s., manual gear change, radio; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0964/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0696/R

TRIUMPH

CAR MART, Ltd.

1952 Triumph 2000 Renown saloon, heater; £745.

1953 Triumph Mayflower saloon; £545.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fine car, much above average; £525.

1948 Triumph 1800 coupe, late property of engineer; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

WANSTEAD MOTORS, Ltd., offer:—

1952 Triumph Mayflower saloon green, fitted heater, 11,000 miles only, one owner; £535.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1949 Triumph Roadster, radio and heater, 28,000 miles; £525.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1016

MAYFLOWER saloon, modest mileage, perfect.—3, Longfield Ave., N.W.7. Hen. 1606. [6529

1948 (July) Triumph 1800 saloon, black, taxed; £425; finance possible.—Ilford 0326. [7216

1950 (October) Triumph Mayflower saloon, black, beige leather, superb condition; £465; terms, exchanges.—Battersea 4313. [7094

1949 Triumph 2000 saloon, grey/grey, 27,000 miles, superb condition; £495.—33, London Rd., Brentwood. Tel. 1386. [7101

1949 2,000cc Triumph Roadster, radio, heater, excellent throughout; £450; terms or exchange M.G. sports.—90, Kingsbury Rd., N.W.9. Col. 7542. [7067

1950-51 Triumph Renown, 22,000 miles, fitted heater, beautiful specimen car; £575; exchanges, terms.—Blue Star Garages, 364, Kensington High St., W.14. Wes. 9851. [6948

£485.—1949 Triumph Renown razor-edge saloon, recond. engine, radio, etc.; immaculate.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

3,000 miles only, 1953 Triumph Mayflower, heater; £595.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Sq. Tube Stn.) Temple Bar 5588. [C1027

1953 (May) Triumph Mayflower, leather/heater, 9,000 miles, immaculate £585.—Halls (Finchley), Odeon Parade, N. Finchley, N.12 (Tally Ho). Hil. 1044. [7001

1953 Mayflower, leather, heater, 9,900 miles, excellent condition; sale £550 or exchange 1947-8 1½-litre Riley, cash adjustment.—Brookhill Cottage, Woodstock, Oxford. [7112

525 gns.—Triumph Mayflower 1952 saloon, jade green, fawn upholstery, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

475 gns.—Triumph Mayflower, September, 1950, saloon, leather, heater, carefully used, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800, December, 1947, roadster coupe, grey, blue leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

£495.—1949 2000 Triumph Roadster, green, one of those rare enthusiast maintained cars in super condition with several extras; £165 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Triumph Vitesse saloon, completely resprayed and rechromed, excellent mechanical condition, a really beautiful car; £245; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

ROYS offer—an exceptional fast and good 1938 Triumph 16 sports saloon, loose covers etc.; £195; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

PRIDE & CLARKE, Ltd.—1953 Triumph Mayflower saloon, black/red, 13,000 miles, heater, one owner, £559; 1952, blue/blue, heater, covers, one owner, choice two, £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066

!!! 1946 Triumph 1800 razor edge saloon, black with *** beige hide interior, fitted radio, chrome wheel and rims, etc., just overhauled; £465.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Tel. Ilford 3151-2. [7252

TRIUMPH Renown saloon, June 1950, one very careful owner, 34,000 miles, condition immaculate, heater, loose covers; £525 or £192 deposit and 18 monthly payments; exchanges.—Starnes Motors, Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [5634

TRIUMPH

ROADSTER 1800, Sept. 1947, two colour body, special hood with extra back windows, many extras including radio, heater, twin fog lamps and mirrors, demisters, screen washers, loose covers, sprinx gaiters; this car has been maintained almost regardless of expense and is in immaculate condition; all bills available; private sale; £425.—Further details from Box 3468. [6951

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFLOWER saloon, well kept.—Hen. 9498. [6530

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

WANTED, Triumph 2000 Roadster, which must be in absolutely immaculate condition and mechanically perfect.—Air Mail full details to J. Henshaw, Govt. Rest House, P.O. Box 48, Bathurst, Gambia, B.W.A. [7041

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0496

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

THE UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited

100 Great Portland St., London W.1. Langham 6044-5 (Private Branch Exchange). [C4072

DICKS

1948 Lea-Francis 14hp utility, maker's body, just overhauled; £450.

1947 Alvis 14hp utility, full 6-seater, useful body; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [C1079

CAR MART, Ltd.

1951 Austin A40 Countryman, heater; £495.

1949 Austin 16hp shooting brake, heater, recon. engine; £525.

1951/53 Bradford de luxe utility; £375.

CAR MART, Ltd., 37, Davies St., W.1. Mayfair 5011. [C1059

COACHCRAFT offer:—

£325.—1948 Phase II Hillman Minx utility brake, maker's 4-door body with fold-flat seats, excellent condition throughout; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

ELITE MOTORS offer:—

1939 Ford V8 30hp model 91A utility, attractively cellulosed in green, fitted with heater, maintained by Ford main dealers regardless of cost (bill available for inspection); £245.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel Balham 2474 (10 lines). [C2005

CAMDEN MOTORS offer:—

A70 Countryman, 1952 series, a most outstanding specimen, latest-type radiator, bench-type front seat, built-in heater, rear access, etc., moderate total mileage; £625.

A40 Pick-up 1952, one owner, and in very, very good condition heater, etc.; £425.

A40 Utility 1951, 4-5-seater with additional goods space, glass all round, extra doors at rear; £445.

STANDARD Vanguard estate car 1950, beautifully upholstered in rich leather, full 6-seater body, immaculate coachwork, the last word in luxury; £545.

MINX estate car, Phase III, 1949, purchased direct from wealthy local family, very smart and of reasonably moderate mileage; £465.

PACKARD 6-seater utility, 1938, very useful vehicle; £75.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1036

JACK STONE & SON, offer:—

1951 Austin A40 Countryman; 1950 Ford 10 7-seater; 1948 Ford 10 Martin Walter 7-seater; 1949 Hillman 10 5-seater; 1947 Austin 8 5-seater; 1945 Ford 10 5-seater; write for list.—321, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054/5, 2276/7. [C4021

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige, heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1948 Alvis 14, fitted with extremely smart utility body, in natural wood; £430.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

ROWLAND SMITH'S for utility cars.

365 gns.—Hillman Minx, November, 1947, Estate car, fold-flush rear seating; terms, exchanges.—Rowland Smith, below.

285 gns.—Ford 8 1949 Martin Walter Utilecon, beige, exceptional; terms, exchanges.—Rowland Smith, below.

145 gns.—Ford V.8 1937 30hp utility, timber body, glass all round, drop tailboard; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

HILLMAN Minx estate car, 1948, 4-door bodywork, steering column gear change; £385.

AUSTIN A40 Countryman, 1950, green, brown upholstery, fitted with heater; £475.

AUSTIN A40 Countryman, 1952, the latest bodywork, steering column gear change; £575.

LEA-FRANCIS 14hp shooting brake, 1950, coachbuilt wooden body, stylish and in splendid condition; £550.

FORDSON 10cwt estate car, new, 7-seater, fully folding seats; £610/5/10.

AUSTIN A40 Countryman, new, ideal for private or business use; £732/2/6.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [2008

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

GUY ALFREDS & Co., Ltd.—1940 Morris Utilecon, 1950 cond.; 1951 Morris 5cwt van, plain finish, low mileage.—6-7, Warren St., W.1. Euston 3268. [C1005

1949 Ford 8 Martin Walter Utilecon, excellent condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1951 (Oct.) Vanguard estate car, leather, heater, blue, guaranteed 15,000 miles, immaculate condition; £575.—Donald Bloxam Ltd., Slough 23725. [7092

1952 Austin A40, as new, with body fitted for estate car, folding seats, small mileage, one private owner, H.M.V. radio; offers over £450.—Write Box 3340. [6652

1949 Jowett Bradford utility beige, 4 seats, good tyres, very clean; £245.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1188. [C4034

1949 Bradford 6-light utility, £175; 1940 Morris series E utility, £165; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7097. [C3034

£185—1946 Austin 10 utility, disappearing rear seats, a good sound vehicle ready for hard work; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

A.Z. MOTORS offer end of season clearance.—1946 (read.) Austin 8 wooden utility, beautifully clean, £150!!! 1944 Hillman 10 P.U. utility, £125!!! 1941 Ford V.8 ½ wooden utility, £150!!!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1939 Chevrolet 7-seater shooting brake in really first-class condition throughout and indistinguishable from new, late the property of Royalty; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1952 Bradford de luxe utility, one owner, 13,000 miles, many extras including special rear Dunlopillo seat which forms a bed, this vehicle is in amazing condition; £425.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

£159—1948 (September) Jowett Bradford utility, recent engine overhaul, new clutch, new starter motor, brakes relined, new battery; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

ROYS offer many good post or pre-war utilities which include A40 Countryman, £395; Minx estate, £385; Ford 10 Utilecon, £195; Ford 8 utility, £195; another, £75; Bradford utility, £165; Packard utility, £165; also many good vans which can be converted; see Commercial column; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894 [C3059

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PACKARD and/or Armstrong saloons offered in exchange for really clean Humber W.D. utilities.—Box 3426. [6892

VAUXHALL 12

ACRES offer:—

1948 Vauxhall 12, black saloon, loose covers fitted, one owner only, moderate mileage; £360.

ACRES AUTOS Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

1939 Vauxhall 12 saloon; £245; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Vauxhall 12hp recellulosed, perfect running order, taxed; £350.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£135—Vauxhall 12/6 saloon, general condition very good.—Heardmore, 26, Queensway, W.2. Bayswater 0136 [C1015

325 gns.—Vauxhall 12, September, 1946, saloon, sliding head, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

VAUXHALL 12

1939 Vauxhall 12hp saloon de luxe, very nice appearance and in very good running order; £215 or £75 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106 (195 bus from Stockwell Tube Station passes the door.) [C4071

VAUXHALL 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 49 Vauxhall 14, black, brown leather; £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 Vauxhall 14 saloon, splendid car, unrepeatable bargain; £150.

AUSTIN House, 140-144 Golders Green Rd., N.W.11. Speedwell 0011 (ten lines). [C4004

£85—Vauxhall 14 coupe, excellent condition.—Primrose 5914. [C4006

£175—1939 Vauxhall 14 saloon; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1948 Vauxhall J 14hp saloon, black, brown leather, radio, heater, good tyres, one owner, nominal mileage, absolutely genuine throughout; £385.

1946-7 ditto; £335; terms, exchanges.—A. E. Palmer Motors, Luton 4212. [7213

£185—1937-8 Vauxhall 14 drop head foursome coupe, exceptionally nice condition; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Vauxhall 14 de luxe saloon, immaculate, engine just overhauled; guaranteed; £375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1939 Vauxhall 14 saloon, J-type, black, excellent both mechanically and in appearance; £245.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7008. [C2019

VAUXHALL WYVERN

ALWAYS

VAUXHALL Wyverns. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

BENTALLS, Ltd.

1950 Vauxhall Wyvern, grey; £465.—Kingston-on-Thames Tel. 1001. [6944

DAGENHAM MOTORS, Ltd., offer the following car:—

1952 Vauxhall Wyvern, radio, heater, 8,500; £655.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1952 grey with red upholstery, heater; £600 o.n.o. —Pro. 1741, London. [7078

1953 Wyvern, black, one owner, heater, carefully used; £625.—Campbell Symonds, Wembley 6262. [C1037

1953 Wyvern, grey, 11,000 miles, as new; £625.—Knowles Bros. (Appleby), Ltd., Appleby, Westmorland. [6895

£498—Vauxhall Wyvern 1951 saloon, special metallic finish, superb condition; choice of 3; many others.

BENNMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1951 Vauxhall Wyvern, black saloon, beautiful condition; £475.—Staines Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [7181

1954 model (December, 1953) Vauxhall Wyvern, black, as new, 550 miles; £745.—Sanderstead 1538. [7239

£495!!!—1950-51 Vauxhall Wyvern saloon, superb low-mileage one-owner specimen.—Northern Motors of Harrow, 186-194 Pinner Rd., Harrow 4444. [C3025

1951 Vauxhall Wyvern, one owner black, brown leather, immaculate throughout; £495; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960 [C2035

£420—Wyvern 1949/50, superlative condition, 24,000 miles only, engine overhauled, one fastidious owner.—Tel Kingston 9148, evenings, weekends [7109

VAUXHALL VELOX

ALWAYS

VAUXHALL Veloxs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

SLOCOMBES, Ltd.

£585—1952 model in blue, very clean and smart, excellent mechanically, guaranteed; terms and exchanges with pleasure.—Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869; nearest Underground Dollis Hill Station. [C4017

AUTOMOBILIA, Ltd offer:—

1952 Vauxhall Velox 4-door de luxe saloon, heater, screen washers, metallic grey, one owner, exceptional condition; £625.—Automobilia Ltd., Pippbrook Garage, Dorking 4304 5891 [C1069

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox, fitted all extras, taxed; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

VAUXHALL VELOX

WARWICK WRIGHT Ltd., offer:—

UNREGISTERED, slightly used Vauxhall Velox (square engine), blush grey with grey leather, fitted radio and heater; £865.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1951 Model Velox, black, red leather, heater, radio and other extras; £475.—Barnet 2638. [7245

VAUXHALL Velox, 1949, one owner, exceptional condition, 20,000 miles; offer.—Stroud Brewery Co., Ltd., Stroud [6926

1950 Vauxhall Velox, grey, very clean car, well maintained.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W.X. 2760. [7119

WALTER SCOTT, Ltd., 1949 Velox, black, leather, heater, new radio, loose covers etc., exceptional condition; £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£455!!!—1950-1 Vauxhall Velox saloon, speedometer reads 17,000 whole vehicle looks as though it has only done 5,000 miles; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Vauxhall Velox saloon, Empress blue, fitted many extras including heater, one very careful owner; £675.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

£680—1953 Vauxhall Velox saloon, mileage 11,000, fitted heater, radio, taxed year, colour grey, third deposit accepted.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [7035

1953 Vauxhall Velox, 5,000 miles only, fitted radio and heater, new type bonnet opening, as new throughout; £785.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1952 Vauxhall Velox, black, one careful owner, mileage 29,000, well maintained and regularly serviced, loose covers, heater, screenwash, good tyres; £620.—Crews, Brandon Hall Hotel, Coventry, Wolston 203. [6961

CAMDEN MOTORS for Vauxhalls.—1952 Velox "new type" saloon in black, good condition, built-in heater etc.; £595; also one of the same year with over £100's worth of extra accessories, radio, heater, screenwash, Regency seat covers, fog and passlights.

CAMDEN MOTORS for Vauxhalls.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

395 gns.—Vauxhall Velox 1949 saloon, leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018

1951 (May) Velox saloon, grey, red leather upholstery, heater, spot lamp, Ace Rimbellishers, taxed Dec., excellent condition, any trial; £495.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 3451. [7196

XXX 1950 (November) Vauxhall Velox saloon, a most attractive one-owner car, finished black with brown upholstery fitted with radio and heater, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 2101. [C2002

XXX Absolutely unmarked 1953 (July) Vauxhall Velox saloon square engine, blue and chromium with brown upholstery, 5,200 miles only, a one-ownership car, literally indistinguishable new in appearance, written guarantee; £745; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Vauxhall Velox Cars Wanted

FULL value paid for Velox or similar, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 25

£295!!!—1940 series Vauxhall 25 saloon de luxe, impeccable condition, privately used, tiny mileage; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

S4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6452-5.—Gregory's of Uxbridge. [0039/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1952 (November) Vauxhall Wyvern, green, green interior heater, spotlight fitted, body in excellent condition, one owner. £625.

1940 Vauxhall 14 J-type saloon, black, red leather upholstery maintained by H.M.L., tyres good; £265.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester 2, for sales service and parts.—Depots at: Ashton (Ashton 1817), Eldsbury (Didsbury 3446), Manchester (Blackfriars 3687), Stretford (Trafford 3311), Wilmslow (Wil 4932) [0283/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1008

VAUXHALL cars, post-war models, urgently required. —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

KJ MOTORS Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. [0398/R

VETERAN CARS

WELHAMS Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1675, buy and sell Pre-1914. [C4070

Veteran Cars Wanted

HIGH price paid for 1896 to 1904 old car.—Warrick, Chigwell Row, Essex. [5238

Vintage Cars Wanted

VINTAGE or thoroughbred car required, photo, details, m.p.g.—Ball, Burlington Hotel, Harrogate. [7116

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends; new, used and reconditioned cars available. Tel. Ripley 3361. [0373/R

PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car, all Volkswagen spares stocked; Volkswagen cars bought and sold.—Below.

V&F MONACO MOTORS.—1947 Volkswagen, good condition, black, radio; £285.—Below.

V&F MONACO MOTORS, 3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0642

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Volkswagen. —Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

V & F MONACO MOTORS.—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300/R

Volkswagen Spares and Service

V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance in Weighhouse St.). Tel. May. 6716. [0647

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2351) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom: service and new cars available for early delivery.—Audley House, North Audley St., W.1. Mayfair 5252. [S3030/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1953 Wolseley 6/80 saloon, black with maroon upholstery, 3,500 miles, in immaculate condition: £795.

1952 (November) Wolseley 6/80 saloon, met. grey, 10,000 miles, one owner, carefully used; £725.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951), and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [C4046

ACREE offer:—

1951 Wolseley 6/80 saloon, black, brown leather, practically unmarked and as new; £550.

ACREE AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

HEARTS & Co., Ltd., offer:—

1953 (October) Wolseley 4/44 saloon, finished in metallic green, genuine 6,000 miles, and like brand new throughout; £795.

1952 Wolseley 6/80 saloon, in metallic grey, with grey upholstery, carefully maintained by one owner since new; £545.

1951 Wolseley 6/80 saloon, metallic grey, with grey upholstery, in nice condition throughout; £495.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1061

PHILIP RICKARDS, Ltd., offer:—

1952 Wolseley 6/80 saloon, green, taxed, one owner, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

BROOKLANDS: Individuality, new and used cars.

1953 Wolseley 4/44, mileage 4,000.

BUY or sell your car with confidence.

103 New Bond St., London, W.1. Mayfair 3351-6. [C1029

1951 (late) Wolseley 6/80 saloon, just over 20,000 miles, one owner; £525.

MESSRS. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025

1949 Wolseley 4/50 saloon, black/brown, 24,000 miles, exceptionally well kept; £495.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1950 (Oct.) Wolseley 4/50 saloon, 12,000 miles, fawn/brown, one owner, heater, exceptional car; £485.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1946 Wolseley 14, excellent condition; £325; terms.—A. S. Norrington, 35-51, Hanger Lane, W.5. Perivale 0530. [6816

£445.—Wolseley 4/50, August, 1949, radio, heater, reconditioned engine, excellent throughout.—90, Kingsbury Rd., N.W.9. Col. 7542. [7069

WOLSELEY 10 de luxe saloon, 1948, immaculate throughout, new engine recently; £385.—39, Church St., Farnworth, Lancashire. Tel. 307. [7111

1946 Wolseley 14 saloon, one owner, exceptional, taxed year; £365.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

£155.—1937 Wolseley 10/4 saloon, clean car, terms. —Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

1954 model Wolseley 4/44 saloon, 1,700 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

1950 Wolseley 4/50 saloon, colour black, excellent condition, reconditioned engine now being fitted; £525.

TOBY MOTORS, Regent Rd., Great Yarmouth. Tel. Gt. Yarmouth 3275-4. [7226

1949 (Aug.) Wolseley 6/80 saloon, black with beige leather, heater, regularly serviced, excellent; £445.—Pantiles Service Garage, London Rd., Guil'dford 5326. [C3035

CAMDEN MOTORS for Wolseleys.—1949 6/80 saloon, March delivery, recently fitted works replacement engine (3,000 miles), original finish in beige, tan leather interior, quite immaculate; £475.

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CAMDEN MOTORS for Wolseleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035

WOLSELEY late 1950 4/50 saloon de luxe, black, brown leather, heater, one owner, low mileage; £475.—Arnott's Garages, Willesden Green, N.W.10. Will. 7571. [6994

ARCHIE SIMONS & Co., Ltd.—1951 Wolseley 6/80 saloon, colour moonstone/brown leather upholstery, one owner since new, 24,000 miles genuine; £545.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

1947 (mid.) Wolseley 18 4-door sun saloon, 39,084, just taken in part exchange for sports car and offered at low price for quick sale; taxed; £295.—Speedsters, Ltd., Horley (Surrey) 628, until 9 p.m. [C4020

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495 gns.—Wolseley 4/50, 1950 saloon, Moonstone grey, brown leather, radio, heater, excellent condition; choice of 6 Wolseleys; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

LIMOUSINES, 1950/25hp, partition, forward occasionals, black, genuine mileage 4,000, unblemished. Also 1948, mileage 18,000, privately chauffeured. £745, certified mechanically, competitive low prices. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

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Wolseley Spares and Service

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R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R

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SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

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H.W. MOTORS, Ltd., offer:—
CITROEN 6-cylinder and Light Fifteen available for immediate delivery.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [N2042

COOMBS & SONS (GUILDFORD), Ltd., offer:—
NEW Citroen Light 15 to maker's full specifications, immediate delivery; list price £985/14/2.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [N1057

CITROEN Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor. Windsor 2002-3. [0892/R

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, 4½ pays to purchase from specialists.—175, Westbourne Grove, W.11. Bay. 4274. [N4035

DAIMLER

DAIMLER Conquest saloons for immediate delivery.—Chain of Ealing. Per. 4404/5. [N1043

DORKING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256.

DAIMLER Conquest saloon, grey; £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2341. [N4022

FORD

W.
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N3042

GATEHOUSE MOTORS,
FORD dealer stockists, sales and service; for early delivery of all models; terms and exchanges.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

ROWLAND SMITH'S for Ford.
IMMEDIATE delivery new Popular and Zephyr saloons, 5cwt and 10cwt commercial vans.
ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

FOR immediate delivery.—New Ford Popular.
REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [7174

DAGENHAM MOTORS, Ltd., Ford main dealers.
56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

EARLY delivery Ford Zephyr; reasonable delivery all other models.
R. C. WIMBUSH, Ltd., 512, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

EARLY delivery Consul saloon.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

MAYFAIR and West End agent; all new Ford models, drive and try for yourself a 1954 Zephyr before taking delivery from:—
RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052

NEW 10hp Fordson shooting brake, timber construction, immediate delivery; £595.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [N3022

JOHN S. TRUSCOTT, Ltd., authorized Ford dealers, Popular, Consul and Zephyr; immediate delivery.—175, Westbourne Grove, W.11. Bay. 4274. [N4035

NEW Ford Popular saloon, immediate delivery; list price.—Trinity Cars, Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166 [N4034

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales: Regent St., W.1, and 5-14, Mead St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chenies St., W.C.1. Museum 6073. [0656/R

RAYMOND WAY, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. [0779/R

F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0095/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Ford Populars, choice of colours; Consuls, black or grey; Zephyr, green; Zodiac, choice of colours; early delivery of Consul and Zephyr drop head coupes; any car taken in part exchange, deferred terms; distance no object. [N1001

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0476/R

HILLMAN

SMITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4652. [0663/R

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer favourable delivery of the Hillman range.—23, Shirley Rd., Croydon. Add. 6051-2. [6918

HILLMAN Minx saloons, coupes, estate cars, early delivery; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

HUMBER

SHAW MOTORS, Ltd., offer:—
IMMEDIATE delivery new Humber Hawk, black with brown leather; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5031-2-3. [N4006

HENDON CENTRAL GARAGE, Ltd., offer:—
IMMEDIATE delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [N2034

HUMBER

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., 100% Rootes Group Dealers.
NEW Humber Hawk saloon; immediate delivery at list price; equitable h.p. facilities and part exchanges.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1008

IMMEDIATE delivery new 7-seater Humber, choice Imperial or Pullman.—Hatfield 2715. [6641

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

L. F. DOVE, Ltd., main dealers for Woking and district; immediate delivery Humber Hawk, black with red.—Whitemoss Lane, Woking. Tel. 1282. [N1078

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4652. [0667/R

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer early delivery of Humber Hawk and Super Snipe.—23, Shirley Rd., Croydon. Add. 6501-4. [6919

HUMBER Hawks and Super Snipes, immediate delivery; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

JAGUAR

H.
HENLYS, Ltd.,
ENGLAND'S largest Jaguar distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
MANCHESTER: 1—5, Peter St. (Blackfriars 7843.) [0155/R

ROWLAND SMITH'S for Jaguar.
IMMEDIATE delivery new Mark VII saloon and XK120 drop head.
ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.
MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford. 62907-9. [0244/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of new Mark VII Jaguar, black, red leather. [N1001

NEW Jaguar Mk VII saloon, birch grey, terms, exchanges.—Holland and Holtinshead, Main Agents, Alsager, Stoke-on-Trent. Tel. Alsager 406/7. [6713

MARK VII saloon, good deliveries, cash, exchange or hire purchase. County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. [7121

STEELE GRIFFITHS, official London Jaguar agents; immediate delivery; demonstrations anywhere; low-mileage exchanges welcomed.—London, S.E.5. Rodney 2201. [7012

YOU couldn't do better than secure immediate delivery of your new Jaguar Mark VII saloon, colour black, current market value for your present car subject to inspection.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008

THE famous XK120 two-seater convertible coupe, and Mark VII saloon are available for immediate demonstration with very early delivery; don't wait and be disappointed, 'phone or write us now, your car accepted in exchange, extended payments arranged.—Traynor Motors, Ltd., Official Jaguar Stockists, 133-135, High St. South, East Ham, E.6. Grangewood 2530 and 5834. [N4032

JOWETT

JOWETT.
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3038/R

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. [0504/R

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Halifax), Ltd., King's Cross Rd., Halifax. Tel. 5044. [0470/R

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.
HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R

MERCEDES-BENZ distributors for Surrey and Sussex; all models available; write for full details.—Woking Motors (Maybury Hill), Ltd., Woking 1936. [C4057

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5215. [N4036

SWANMORE GARAGE, official distributors Hants, S. Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344, 43345. [N4023

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0662/R

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. May. 4274. [N4035

NEW CARS FOR SALE

M.G.

ROWLAND SMITH'S for M.G.

IMMEDIATE delivery new TF sports 2-seater.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

JACK ROSE, Ltd.—See the new M.G. T.F. in our showrooms, all orders in strict rotation.—Stafford Rd., Wallington, Surrey. Wallington 6677-8; also High St., Banstead. Tel. Burgh Heath 36. [N3056

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model T.F. sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. [0529/R

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7753. [0510/R

MORGAN Plus-4 distributors.—1954 2-seater on show; send s.a.e. for full specification.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner; cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. [4322

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 8 six days a week. [0780/R

MORRIS

EPSOM.

WOODCOTE MOTOR Co., Ltd.,

MORRIS distributors.

FOR immediate delivery Oxford, Morris Six and traveller's car.

WOODCOTE MOTOR Co., Epsom 1234. [0007/R

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016

FOR immediate delivery.—New Morris Oxford.

REYS MOTORS, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [7175

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

MORRIS Oxford for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

MORRIS Oxford saloon, black, immediate delivery, exchanges.—Rogers Garage, Wellesley Ave., W.6. Riv. 2644.

IMMEDIATE delivery new Morris Oxford saloon, birch grey.—Croydon Automobile Co., Ltd. Thornton Heath 3276. [5202

MORRIS Oxford saloon, clarendon grey; £753/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4022

MEBES & MEBES, Ltd. (est. 1895), offer early delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

MORRIS Oxford traveller's car de luxe, available for immediate delivery.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [N1054

TRAYNOR MOTORS, Ltd., East Ham, E.6. Grangewood 2550. Official Morris Stockists; immediate delivery of some models, exchanges and terms. [N4052

GEE CARS, Ltd. for your new Morris; immediate delivery Oxford de luxe, grey and red; exchange or terms.—60-62, Queenstown Rd., S.W.8. Mac. 3363. [0996/R

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019

YOU couldn't do better than secure your new Morris Oxford saloon, £708/15, for immediate delivery; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons, choice of colour.—39/43, Eden St., Kingston-on-Thames. Tel. Kin. 3151-4. [0264/R

J. DAVY, Ltd. (official stockists), Oxford saloons and travellers car for immediate delivery; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3 (Ken. 1108). [N1069

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 330-1. [0882/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8626-7.) [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

PACKARD

NEW Packard, 1954 r.h.d. Clipper de luxe, 8 cyl, 4-door sedan, brand new and unregistered, only one in the country, push-button radio, heater, white wall tyres; offered subject unsold at list price.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 45405. [6874

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625, plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [N1055

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0515/R

LONDON.—Peugeot sales and Service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [6456

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

PONTIAC

PONTIAC. — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

PORSCHE

SOLE concessionaires for Great Britain, official service and spares.—A. F. N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

RELIANT

RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0778/R

WE offer reasonable delivery on the new 4-seater Regal coupe, price £299/10 plus £62/19/6 purchase tax 50mpg, 65mph, the lowest priced car on the market; terms.—Main Agents, Church Rd., Eng. Co., Ltd., Hadleigh, Essex. [0531/R

RENAULT

LONDON.—Renault sales and service.—Witcher & Son, 59 Cadogan Lane, S.W.1. Sloane 4126. [6457

METROPOLIS GARAGES, Ltd., the Renault distributors for sale, service and spare parts for all models.—1-31, Maclise Rd. (Olympia), W.14. She. 5385-6-7. [0626

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. [0777/R

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555 [0110/R

RILEY

NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052

1½-litre delivery ex stock one only.—Montrose Motors Wembley 2636. [0765/R

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

F. L. CRANMORE Ltd., Potters Bar.—1½ Riley saloon black and grey, immediate.—Tel. 2040 Potters Bar. [N1062

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer immediate delivery of the new 1½-litre Riley.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

NEW 1½-litre Riley, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

J. DAVY, Ltd. (official stockists, invite enquiries for a new 1½-litre saloon; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641); and 215, Brompton Rd., S.W.3 (Ken. 1108). [N1069

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1059/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

DAVID ROSENFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

ROVER

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144 [N3028/R

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1,162/15.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [N1057

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

ROVER—early delivery of all models.—Dunham & Haines, 46, Castle St., Luton 2100-1. [N1079

CROYDON Main Agents Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0063/R

KJ MOTORS, Ltd., Bromley, main agents.—60 saloons for immediate delivery.—Rav. 3456-7-8-9. [0287

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444 [1660

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818 [0451/R

ROSENFIELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942 [0866/R

HIGHFIELD Garage, 700, Green Lanes, N.21, offer new Rover 75, black with tan upholstery; list price.—Highfield Garage, Laburnum 4705 and 6152. [7117

STEELE GRIFFITHS, official London Rover agents; prompt deliveries; demonstrations anywhere; low-mileage exchanges welcomed.—London, S.E.5. Rodney 2201. [7010

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2 [N3040

DISTRIBUTORS

CENTRAL and West Surrey.

CLARKE'S of Pirbright, Pirbright, Surrey. Brookwood 2201-2. Demonstration car always available. [N1049

FIAT (ENGLAND) Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [0665/R

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines) [N1060

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551 [C1018

MAKE your own discoveries on the 1954 Simca Aronde, the family saloon that is truly fascinating for its flashing acceleration, its smooth riding over rough surfaces, coupled with a sports-like roadholding ability; your present car accepted at current market value and credit facilities confidentially arranged; coloured brochures and a trial run from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [N2008

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

STANDARD

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Standard 8 and Phase 3 Vanguard saloons.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [0940/R

NEW Vanguard, light grey, delivery from stock.

WALTERS MOTORS, Ltd., 356, High St., Ponders End, Enfield. Howard 1646 or 1931. [7143

NEW Standard 8 sal., grey, blue upholstery, immed. del.: £481/7/6.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [N4029

NEW Standard 8, immediate delivery, choice of colour; part exchange and terms.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [N4054

NEW Standard Vanguard; immediate delivery; choice of colour; part exchange and terms.

JACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [N4054/1

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0451/R

NEW CARS FOR SALE

STANDARD

VANGUARD.—Immediate delivery at new reduced prices; choice of colour.—S. F. Erskine & Sons, Ltd., Woking 330. [N2051

L. F. DOVE, Ltd., offer early delivery of all new Standard models.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

JOHN S. TRUSCOTT, Ltd., official retailers: early delivery of Vanguard and Shp models.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

IMMEDIATE delivery.—Vanguard Ph. II saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 demonstrations and bookings.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloon, immediate delivery, fitted heater, grey, also Vanguard, dual colour, exchanges, deferred payments.—Cecil Pohlman, 138, Fore St., Hertford 2895. [6914

MEBES & MEBES, Ltd. (est. 1893) offer delivery of Standard Vanguard Phase II, black, also 8hp model, blue, from stock.—The Broadway, Mill Hill, N.W.7. Tel Mill. 2040. [N3012

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CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0052/R

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons, choice of colour, demo. available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

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STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. [0091/R

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BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

SUNBEAM-TALBOT 90 saloon, Alpine mist, red upholstery, immediate delivery.—Dunham & Haines, 46, Castle St., Luton 2100-1. [N1076

MANTON MOTORS, Ltd., main dealers for all products of Rootes Group, offer early delivery of Sunbeam-Talbot saloon, coupe and Alpine models.—23, Shirley Rd., Croydon. Add. 6051-4. [6920

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R

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LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0893/R

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SOUTH West Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Ltd., Watford. Tel. 7750. [5686

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd. Woking. Tel. Woking 1282. [N1078

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ROSS MOTORS, Ltd., Volkswagen Agents.—Immediate delivery; demonstration car available; terms and exchanges.—Regent St., Hinckley, Leics. Tel. Hinckley 558. [6780

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WOLSELEY 6/80 and 4/44 saloons for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4008

JACK ROSE, Ltd., for Wolseley cars, offer immediate delivery of Wolseley 6/80 and 4/44.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [N3056

MEBES & MEBES, (est. 1893), offer delivery Six-Eighty and Four-Forty-Four, in black, from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N3012

C. W. J. COLES (CROYDON), Ltd., official Wolseley agents offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., Croydon. Croydon 0074-5. [6016

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IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0360/R

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TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

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WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage for dampers to fit most cars.

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BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 82)

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FREEHOLD filling station required, not less than 2,000 gallons per week, Southern England.—Box 3382. [6758

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FILLING station garage, medium size with good petrol sales, southern area, required by private purchaser for own use, replies treated in confidence.—102c, Elmbourne Rd., London, S.W.17. [6983

PETERS & PETERS, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigilant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. [7150

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GENERAL Manager, Swain Holdings, Ltd., 17, Berkeley St., London, W.1. [6286

SENIOR Sales Executive required by mid-Surrey firm of main dealers, must be thoroughly experienced in both buying and selling.—Apply in first instance to Box 3553. [M1078

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PETROL salesman required for busy service front, Richmond, Surrey. Age not over 50, cheerful disposition. Wages £7/10 for 48-hour (6-day) week, plus bonus.—Box 3526. [M2011

APPLICATIONS invited from freelance representatives with esta' lished connections amongst garages and fleet-owners, to handle new repair services, for which there is no competition.—Apply Box 3350. [4269

WORKS Foreman required by Vauxhall main dealers in S.W. Surrey, applicant must have knowledge of Vauxhall products and procedure, accommodation available; write stating age, details of experience and salary required.—Box 3571. [7184

REQUIRED for small repairs garage N.W. London, a good all-round man, one preferred who could bring business to garage, either repairs or production; if workings suitable a partnership would be drawn up, or would sell; enquiries invited.—Box 3572. [7185

SERVICE/WORKS foreman for leading West End main dealers, only applicants with comprehensive experience of Vauxhall/Bedford products should apply, giving full particulars; salary and bonus, pension scheme, canteen.—Box 3336. [6631

CHIEF Storekeeper is required by an overseas distributor of British motor vehicles operating in British West Africa; applicants must show wide experience of motor trade storekeeping at manager level, ability to plan stock control methods, good working knowledge of French; send fullest details to.—Box 3572. [7185

LEADING distributors in East Anglia require car sales representative in Ipswich; applicants must be fully trained salesmen of excellent character and sound education with first-class references; permanent position, providing every opportunity of advancement for energetic man with ability to produce results.—Apply in confidence to Director, Box 3306. [6606

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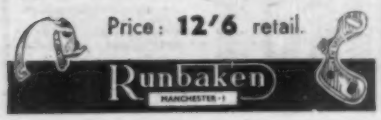

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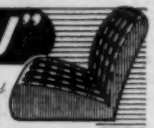

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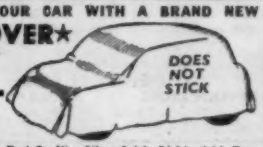

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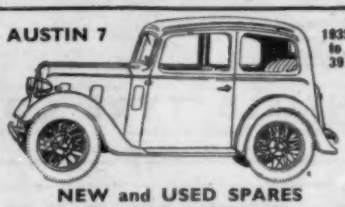

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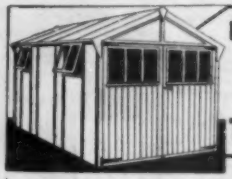

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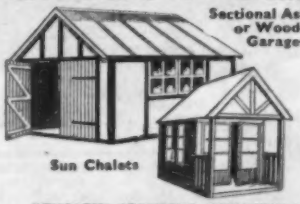

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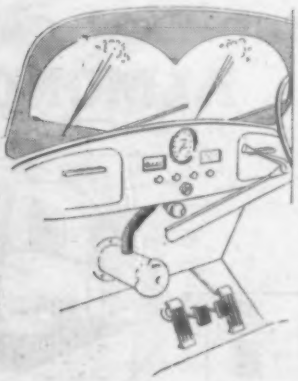

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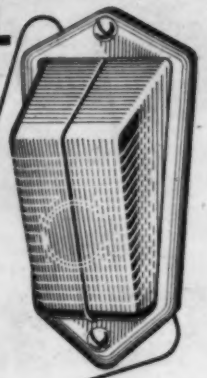

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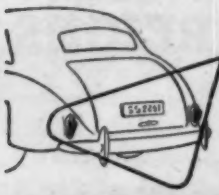

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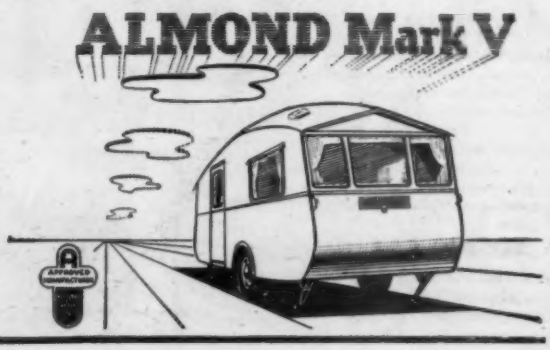

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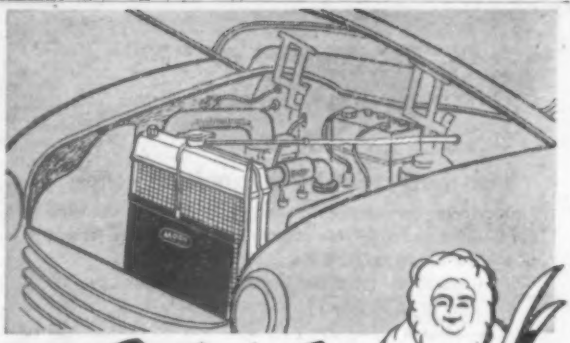

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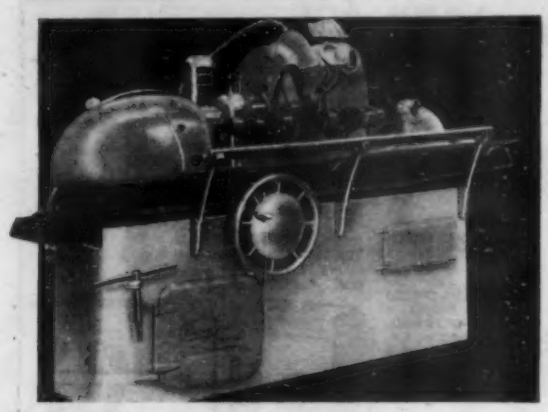

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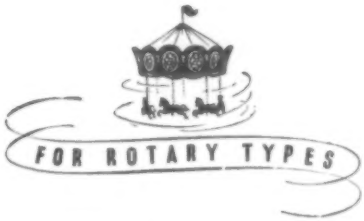

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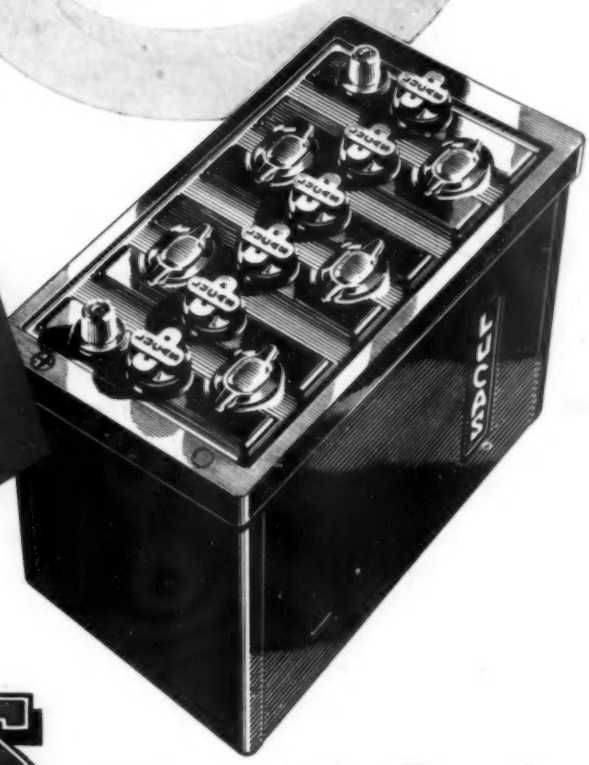

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